

Committee Meeting Agenda

October 28, 2005
 10:00 AM to 1:00 PM
 1120 N Street, Sacramento, CA

Topic	Presenter	Time	Desired Outcome
1. Chair's Report	Will Kempton, Caltrans	5 minutes	Information
2. Consent Calendar * a) Minutes August 24, 2005 meeting* b) Minutes September 22, 2005 meeting* c) Minutes September 29, 2005 meeting*	Janet Adams, Caltrans	2 minutes	Approval
3. Agreement on Committee Procedures*	Francis Chin, BATA	5 minutes	Approval
4. Project Management Team (PMT)* Membership and structure of the PMT	A. Fremier, BATA	5 minutes	Approval
5. Monthly Progress Report* Draft October 2005 Progress Report	A. Fremier, BATA	5 minutes	Approval
6. Quarterly Report to Legislature & CTC* Status and Review of 3 rd Quarter Report	A. Fremier, BATA	5 minutes	Information
7. SFOBB East Span Skyway Contract a) Hinge Pipe Beam Update* b) CCO No. 90 Bike Path* c) CCO No. 107 Working Drawing Delays*	Peter Siegenthaler, Caltrans	5 minutes 2 minutes 2 minutes	Information Approval Approval
8. SFOBB East Span E2/T1 Marine Foundation Contract a) Re-Start CCO Update*	B. Finney, Caltrans	5 minutes	Information
9. SFOBB East Span South/South Detour Contract Option*	B. Maroney, Caltrans	5 minutes	Information
10. SFOBB East Span SAS Contract a) Proposed Addendum No. 3* b) SAS Advertisement Update* c) Contractor Outreach Update* d) Analysis of potential effects of gulf hurricanes on SAS bid	J. Adams, Caltrans	2 minutes 2 minutes 2 minutes 2 minutes	Approval Information Information Information
11. SFOBB East Span Public Outreach Plan**	J. Adams, Caltrans	5 minutes	Information

Committee Meeting Agenda

Topic	Presenter	Time	Desired Outcome
12. Benicia/Martinez Bridge Project Funding Plan *	A. Fremier, BATA	5 minutes	Approval
13. Benicia/Martinez Bridge Project CCOs a) Main Span 1) CCO No. 109.4 Pile Construction Joint Reparation* 2) CCO No. 110.5 Pile Anomaly Repair* 2) CCO No. 133.1 Heat of Hydration* b) Marina Vista 1) CCO No. 25 Contaminated Soil* 2) CCO No. 31 Water Treatment c) North Interchange 1) CCO No. 37.2 Bent 14 Differing Site Conditions* 2) CCO No. 70 Bent 18 Differing Site Conditions*	B. Finney, Caltrans	2 minutes 2 minutes 2 minutes 4 minutes 2 minutes 2 minutes 2 minutes	Approval Approval Approval Approval Approval Approval Approval
14. SFOBB West Approach Contract CCO No. 95 Upper Deck Demolition*	B. Finney, Caltrans	5 minutes	Approval
15. Program Items a) Risk Management Planning* b) Owner Controlled Insurance Program (OCIP)*	J. Tapping, Caltrans	10 minutes 5 minutes	Information Information
16. Antioch & Dumbarton Bridges* Schedule and Cost for PSSR Completion	M. Pazooki, B. Maroney, R. Stott, Caltrans	2 minutes	Information
17. Resources for the CTC*	Diane Eidam, CTC	2 minutes	Approval
18. Other Business			Information
Next Meeting: November 21, 2005, 10:00 AM, Bay Area			

* Attachments

** Document mailed with full packets, not available to e-mail.

DEPARTMENT OF TRANSPORTATION

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: Meeting Minutes for Review and Approval

Dear Committee Members:

Attached are meeting minutes from the following dates:

- August 24, 2005
- September 22, 2005
- September 29, 2005

The Department is requesting your review and approval of the minutes.

JANET ADAMS
SFOBB East Span Project Manager

Attachment

Toll Bridge Program
Oversight Committee Meeting
August 24, 2005

Attendees: Will Kempton, Chairperson
Steve Heminger
Diane Eidam
Various Presentation Staff

At the request of Chairperson Kempton, a meeting was held on August 24, 2005, in Sacramento. Actions were taken on three issues:

1. Adoption of Disabled Veteran Business Enterprise (DVBE) contract goal and Small Business Enterprise (SBE) aspirational goal for the Self-Anchored Suspension (SAS) contract

Action Taken: The Toll Bridge Program Oversight Committee (TBPOC) requested that staff develop additional analysis in regards to the DVBE and SBE goals to be provided in the SAS contract as Addendum #2. The additional analysis requested included DVBE dollar amounts for other contracts, ability of DBVEs to meet requirements for this type of work, and examining project and program wide goals for DVBE and SBE participation. Chairperson Kempton requested that the TBPOC meet by telephone on August 31, 2005 to adopt a DVBE contract goal and a SBE aspirational goal for the SAS project.

2. Monthly and Quarterly Project Reporting


Action Taken: The TBPOC requested that staff develop a timeline for the production and review of the monthly progress report and the third quarterly report for the Legislature and CTC. The TBPOC emphasized that the quarterly report will be delivered to the Legislature and CTC consistent with dates in the law (45 days after the end of the quarter).

3. Richmond-San Rafael Bridge Claims

Action Taken: Based on a report from staff, the TBPOC unanimously authorized Caltrans' staff to proceed with discussions and negotiations on outstanding claims for the Richmond-San Rafael Bridge seismic retrofit project. An amount not to exceed was also discussed.

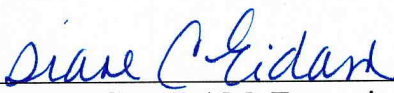
Toll Bridge Program Oversight Committee Meeting
August 24, 2005

APPROVED BY:




WILL KEMPTON, Director
California Department of Transportation

10/3/05
Date



DIANE C. EIDAM, Executive Director
California Transportation Commission

10/11/05
Date



STEVE HEMINGER, Executive Director
Bay Area Toll Authority

10/13/05
Date

Toll Bridge Program Oversight Committee Meeting
September 22, 2005
Richmond-San Rafael Bridge Field Office, Richmond

Attendees: Will Kempton, Steve Heminger, Diane Eidam, various support managers

The monthly Toll Bridge Program Oversight Committee (TBPOC) was held in Richmond and chaired by Will Kempton, Caltrans Director, with actions taken on these issues by the TBPOC:

1. Consent Calendar Items

Action Taken: The TBPOC approved the Meeting Minutes for the meeting on August 31, 2005. They also approved the Storm Water Treatment Contract bid documents for contract 04-0120J4 as presented at the August 24, 2005 meeting.

The August 24, 2005 TBPOC Meeting Minutes approval was deferred.

2. Draft September 2005 Monthly Progress Report (Report) presented for approval.

Action Taken: The TBPOC approved the Report provided that the comments given via the proposed TBPOC conference call next week are incorporated into the final version.

3. During the August 24, 2005 TBPOC meeting, staff was requested to develop a timeline for the production and review of the monthly and quarterly reports.

Action Taken: Staff presented proposed timelines for both reports. The monthly report cycle must provide 1 week for the TBPOC members to review the document. The quarterly report cycle must provide the Agency and Governor's Office one and two weeks review time, respectively. This time requirement can be facilitated by running the State review process in parallel with TBPOC process, and if necessary, by using expenditure data in the draft version through the first two months of the quarter. The final version of the quarterly report will reflect expenditure data through the end of each quarter. Staff was directed to modify the schedule to reflect these changes and to return for approval.

4. Preparation of the 2005 Third Quarter Report to the Legislature

Action Taken: The 2005 Third Quarter Report is to be in the previous format issued by the Department. The BATA-BAMC staff will prepare the quarterly report just as they prepare the monthly reports.

It is desired to continue to work toward having the monthly reports and quarterly reports consistence in format and information.

Toll Bridge Program Oversight Committee Meeting
September 22, 2005

5. Fabrication of the hinge pipe beams on the East Span Skyway Contract has proven difficult for the contractor. The contract administration staff is exploring ways to mitigate the cost and delay due to these difficulties and requested TBPOC approval with their schedule and cost mitigation planned approach.

Action Taken: The Committee agreed to the proposed direction. Also a briefing is requested on the contractor's cost proposal at next week's conference call.

Additional approval will be requested at the appropriate time, even via next week's conference call if material is ready.

6. Addendum No. 3 to the SAS Contract PS&E is prepared and ready for sending to the plan holders pending TBPOC approval.

Action Taken: The TBPOC approved the content of Addendum No. 3 and directed staff to roll this addendum into the previously approved Addendum No. 2 (regarding DVBE and SBE specifications), and issue together as Addendum No. 2.

7. The construction of the Oakland Touchdown (OTD) portion of the New East Span can be divided into 4 separate construction contracts to reduce risk to the overall delivery of the bridge, improve the quality of the product, and reduce capital costs by an estimated \$11M. There will also be an increase in the cost to administer the work, since more effort is required to manage 4 contracts rather than 1.

Action Taken: The TBPOC approved the OTD split into 4 contracts without objection and subject to the BATA CFO review and approval of the changes to the cash flow model for the toll bridge program.

8. The E2/T1 Contract has a Contract Change Order (CCO) #25 with supplementals. Supplement 2 will increase the total above \$1 million. This CCO pays to contract for time related overhead at half the unit price during suspension.

Action Taken: The TBPOC approved the request.

9. The East Span South-South Detour contract has pending CCOs regarding cost and schedule.

Action Taken: The TBPOC requested that an analysis be done regarding a bridge closure versus a detour for presentation at the October 28 meeting.

Toll Bridge Program Oversight Committee Meeting
September 22, 2005

10. The New Benicia-Martinez Bridge main span project heat of hydration issue will result in a Contract Change Order (CCO). Staff has conducted analysis and is ready to begin negotiations with the contractor to agree on the cost and the duration of the delay associated with this issue. They requested TBPOC approval for not to exceed values.

Action Taken: The TBPOC approved a not to exceed limit of \$65 million and completion by 12/31/2007, and requested staff explore ways to limit any future exposure related to concrete issues on this project.

11. The West Approach Contract has received a Disputes Review Board ruling concerning the correction of pile anomalies in the permanent steel casings. All parties concur with proceeding to settle this dispute by issuing a CCO.

Action Taken: The TBPOC approved of the Department's request to complete a CCO to pay the contractor a DRB settlement amount.

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

DIANE C. EIDAM, Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

Toll Bridge Program Oversight Committee Meeting

September 29, 2005

Phone Meeting

Attendees: Will Kempton, Steve Heminger, Diane Eidam; Stephen Maller, Bijan Sartipi, Rod McMillan, Andrew Fremier, Dan McElhinney, Pete Siegenthaler, Bob Finney

A Toll Bridge Program Oversight Committee (TBPOC) meeting in follow up to the September 22, 2005 meeting was held by phone, on September 29, 2005, and chaired by Will Kempton, Caltrans Director, with actions taken on these issues by the TBPOC:

1. September 2005 Monthly Progress Report

Action Taken: The TBPOC provided comments on this item which was first presented September 22, 2005 for review. Staff will incorporate edits in the version to be sent to BATA Committee members on October 5, 2005. The TBPOC requested that the quarterly report go to TBPOC and State for review by October 10, 2005, allowing one week for BTH review and two weeks for governor's office review. Then by October 20, 2005, it will be updated with the new expenditure data. Also a neutral timeline calendar in days will be provided to the TBPOC for the 45 day review period. It was acknowledged by the TBPOC that only the quarterly report is intended for submittal to the Legislature and CTC.

2. SFOBB East Span E2/T1 Contract Restart Update

Action Taken: The TBPOC was provided a progress briefing on the negotiations for this contract. The TBPOC acknowledged Caltrans is the lead decision maker in the negotiations and requested that a BATA and a CTC representative be present on a regular basis in the negotiation meetings with the contractor to observe the discussions. The TBPOC directed that the target be not to exceed the original restart estimate, but to negotiate as low as possible, and review an option of what it may cost

Toll Bridge Program Oversight Committee Meeting
September 29, 2005

to complete up to 3 months earlier (December 2007), providing potential opportunity costs for early completion and net with any related support cost savings. An update is requested as information is available or at the October 28, 2005 monthly meeting.

3. Benicia Martinez 680/780 Contract CCO Approval

Action Taken: The TBPOC approved the CCO proposal (Diane Eidam recused herself for this item) and directed Caltrans to proceed with the CCO process.

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

DIANE C. EIDAM, Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date



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Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: 10/21/2005

FR: Francis Chin/Jose Aguirre/George Spanos

RE: Draft TBPOC Agreement on Committee Procedures

Please find attached a draft Agreement on Committee Procedures among the Director of the California Department of Transportation (Department) and the Executive Directors of the Bay Area Toll Authority (BATA) and California Transportation Commission (CTC). The agreement outlines the roles and responsibilities for the committee members in carrying out the work of the Toll Bridge Program Oversight Committee (TBPOC).

The agreement substitutes for the draft Memorandum of Understanding (MOU) that was discussed earlier by the Committee. The most significant revision is that the Agreement on Committee Procedures is an agreement among the members of the TBPOC, rather than a MOU among the agencies that the members represent. The draft agreement was developed by the staffs and legal counsels of Caltrans, BATA and CTC. The major provisions of the agreement are outlined as follows:

Members	Department's Director, the Executive Director of the Authority, and the Executive Director of the Commission
Chairperson	Rotates between BATA and Caltrans Committee members every two years.
Voting	Decisions made on a consensus basis. Majority vote to approve an item, when necessary.

Page 2

Committee Responsibilities	<ul style="list-style-type: none">• Provide oversight and financial direction for the bridge projects.• Review and approve all monthly reporting to BATA and quarterly reporting to Legislature and CTC.• Approve all contracts for project oversight and control for the Bridge Projects.• Review and recommend for approval of contract specifications and bid documents.• Resolve project budget issues and review and recommend budget and fund allocation adjustments.• Review and approve significant change orders and claims over \$1,000,000.• Develop and regularly update cost estimates, risk assessment, and cash flow requirements for the bridge projects.• Review staffing structures and levels for the bridge projects.• Review and approve consultant and contractor services related to the oversight duties of the Committee.• Assume such other responsibilities as may be assigned by Agencies.
Meetings	Monthly meetings or as otherwise determined by Committee. Meetings may be by phone or other means. Notice of all meetings shall be given at least 2 business days prior to the meeting. Any Committee member may request that action on an item be deferred up to a maximum of 7 days. Committee members may at any time place an item on the Committee's agenda for consideration.
Project Management Team	Committee establishes a Project Management Team (PMT) that assists the Committee in carrying out its duties. The PMT shall consist of one staff member selected by each member of the Committee.
Amendments	Agreement may be amended any time by agreement of Committee members.
Term	Completion of projects and settlement of claims.

Recommendation

It is recommended that the Committee approve and execute the Agreement on Committee Procedures.

Deleted:

AGREEMENT ON COMMITTEE PROCEDURES
FOR THE TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

This Agreement is entered into and effective this ___ day of November, 2005, by and among the Director of the California Department of Transportation, (the “Department”), the Executive Director of the Bay Area Toll Authority (the “Authority”) and the Executive Director of the California Transportation Commission (the “Commission”), for the purpose of outlining the roles and areas of responsibility set out in Chapter 71, Statutes of 2005, related to the duties and responsibilities of the Toll Bridge Program Oversight Committee. The Department, Authority and Commission are collectively referred to as the “Agencies.”

RECITALS

WHEREAS, the California Streets and Highways Code (SHC) Section 330952.1 requires the Department and Authority hereinafter referred to collectively as the “Establishing Agencies,” to establish a Toll Bridge Program Oversight Committee, hereinafter referred to as the “Committee,” consisting of the Director of the Department, the Executive Director of the Authority and the Executive Director of the Commission, hereinafter collectively referred to as the “Committee Members;” and

WHEREAS, the Committee Members desire to establish an agreement outlining their roles and responsibilities in carrying out the work of the Committee;

NOW, THEREFORE, the Committee Members hereto agree as follows:

I. TERM.

The term of this Agreement shall commence when fully executed, and unless amended earlier, shall terminate when the Bridge Projects have been accepted by the Department, the Bridge Projects contractor claims have been resolved through settlement or public works arbitration and environmental mitigation has been concluded.

II. TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE MANAGEMENT AND ORGANIZATION

A. Committee Members Qualifications

In the event a Committee Member, for whatever reason, no longer serves in his or her Director’s position with his or her respective Agency, the Committee

Member shall be replaced by his or her successor or acting successor, as determined by that Committee Member’s Agency.

B. Chairperson

The Committee will select a Chairperson. The Chairperson position will rotate between the members affiliated with the Establishing Agencies every two years. The Chairperson shall preside over the meetings of the Committee and shall perform all other duties incident to the position or as assigned to him or her by the Committee.

C. Decision-making

The Committee will endeavor to make decisions on a consensus basis. When a vote by the Committee is necessary, a majority vote of Committee Members is required to approve an item. Every act or decision made by the majority vote of the Committee Members is an act of the Committee. A quorum of the Committee is two. A meeting at which all the Committee Members are initially present may continue to make decisions and transact business notwithstanding the withdrawal of one of its members.

D. Responsibilities

The Committee will:

1. Provide oversight and financial direction for the Bridge Projects.
2. Review and approve project reporting of the Bridge Projects status, program costs and schedules and provide reports to the Authority on a monthly basis.
3. Approve all contracts for project oversight and control for the Bridge Projects.
4. Review and recommend for approval contract specifications and bid documents for the Bridge Projects.
5. Resolve project budget issues and review and recommend budget and fund allocation adjustments.
6. Evaluate Bridge Project changes and review and approve significant change orders and claims over one million dollars (\$1,000,000).
7. Develop and regularly update cost estimates, risk assessment, and cash flow requirements for all phases of the Bridge Projects.
8. Review staffing structures and levels for the Bridge Projects.
9. Review and approve consultant and contractor services related to the oversight duties of the Committee for the Bridge Projects.
10. Report to the Transportation and Fiscal committees of both houses of the Legislature and the Commission on a quarterly basis, as specified in SHC Section 30952.2(b).
11. Assume such other responsibilities as may be assigned to it by the Agencies or as

a result of subsequent legislative amendments.

E. Meetings

Regular meetings of the Committee shall be held monthly or as otherwise determined by the Committee. Special meetings of the Committee can be held for any purpose, by any method, including the use of conference telephone, electronic video screen communication or other electronic communications equipment, so long as all members participating in such meeting can concurrently communicate with the other members. Meetings may be called at any time by the Chairperson or any other of the Committee Members. Notice of all meetings shall be given at least two business days prior to the meeting. Notice shall include an agenda of items on which the Committee will take action. Any member of the Committee has the right to request that action on a particular item be deferred to allow for further review of the proposed item. Upon such a request, action on that item will be deferred for the time period requested by that member, up to a maximum of seven days. Each member of the Committee has the right to place a matter on the Committee's agenda for consideration.

F. Actions Without a Meeting

Any action required or permitted to be taken by the Committee may be taken without a meeting by way of written memorandum if all members of the Committee, individually or collectively, consent in writing to that action. The written consent or consents shall be filed with the minutes of the Committee. Action by written consent shall have the same force and effect as a vote of the Committee Members taken during a meeting.

G. Records, Minutes of Meetings, and Inspection Rights

The Committee shall keep all records, documents and minutes of meetings at the principal executive offices of the Department. In the event a request for records or documents generated for or by the Committee is received by a member of the Committee, the member shall, within 24 hours, notify all other Committee members of the request.

H. Project Management Team

The Committee hereby establishes a Project Management Team (PMT) that shall assist the Committee in the performance of its duties. The PMT shall consist of one staff member selected by each member of the Committee. The members of the PMT shall review matters that are to be brought before the Committee.

At the request of the Committee, the PMT may perform the following:

- Prepare agendas for the Committee's meetings.
- Assist the Committee in the performance of its duties by providing regular reports to

the Committee on Bridge Project status, scope and issues involving budgeting, expenditures, staffing and contractor services.

- Assist the Committee in the review of contract specifications and bid documents, and other documents.
- Assist the Committee in the review of project status and schedules and to anticipate, identify, evaluate, and report to the Committee concerning any project issues as they arise.
- Assist the Committee in the development of cost estimates, risk assessments, and cash flow requirements.
- Review proposed contract change orders for Committee consideration and approval.
- Review claims for Committee consideration and approval.
- Assist the Committee in reviewing staffing levels and structures.
- Prepare other project related reports for Committee review.
- Perform such other assignments as appropriate.
- In carrying out the above tasks, seek assistance whenever appropriate from consultants retained by any of the Agencies doing work related to the Bridge Projects.

The PMT shall keep Committee Members informed as to its work, and will promptly provide any information in its possession which may be requested by a Committee Member.

I. Advance Notice of Significant Issues

Each Committee Member will provide to the other Committee Members and to the PMT advance notice of significant change orders and claims and other potential action items which are likely to be brought before the Committee by the Agency with whom that Member is associated in order to provide the Committee Members an adequate opportunity for review and preparation.

III. GENERAL

A. Integration Clause

This Agreement constitutes the complete and entire understanding among the Committee Members.

B. Amendments

This Agreement may be amended in writing from time to time upon agreement of the Committee Members.

C. Counter Parts

This Agreement may be executed in counterparts, each one of which will be an original or the equivalent thereof.

D. Miscellaneous

This Agreement is intended solely as a guide to the obligations, intentions and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding agreement amongst the Agencies.

IN WITNESS WHEREOF, the Committee Members hereto have agreed to this Agreement on the date opposite their respective names.

Date: _____
Will Kempton
Director, California Department of Transportation

Date: _____
Steve Heminger
Executive Director, Bay Area Toll Authority

Date: _____
Diane C. Eidam
Executive Director, California Transportation Commission



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Memorandum

TO: Toll Bridge Program Oversight Committee

DATE: October 21, 2005

FR: Andy Fremier

RE: Establishing the TBPOC Program Management Team

It is recommended that the TBPOC establish a Program Management Team (PMT) comprised of staff of Caltrans, CTC and BATA to provide staff assistance to the TBPOC. Attachment A outlines the proposed structure, responsibilities and membership of the PMT.

As proposed the PMT will be comprised of deputy-level members from the three participating agencies, as follows:

- Caltrans Deputy Director (Randy Iwaski)
- CTC Deputy Director of Projects (Stephen Maller)
- BATA Deputy Director (Andy Fremier)

The PMT will draw heavily upon the project and program level agency staff (e.g. Caltrans' project managers, construction and design staffs, risk management staff, public information staff, etc.) to carryout its functions. The PMT will rely on program/project level staff to prepare analyses and participate in PMT meetings to identify and resolve project issues for TBPOC consideration. The PMT will also use consultant resources (BAMC, HNTB, Calthrop, etc) to support the activities of the PMT.

Recommendation

Establish PMT as described in Attachment A.

Toll Bridge Program Oversight Committee Program Management Team

Purpose:

The Program Management Team (PMT), established by the Toll Bridge Program Oversight Committee (POC), The PMT shall keep Committee Members informed as to its work, and will promptly provide any information in its possession which may be requested by a Committee Member.

Responsibilities:

At the request of the Committee, the PMT may perform the following:

- Prepare agendas for the Committee's meetings.
- Assist the Committee in the performance of its duties by providing regular reports to the Committee on Bridge Project status, scope and issues involving budgeting, expenditures, staffing and contractor services.
- Assist the Committee in the review of contract specifications and bid documents, and other documents.
- Assist the Committee in the review of project status and schedules and to anticipate, identify, evaluate, and report to the Committee concerning any project issues as they arise.
- Assist the Committee in the development of cost estimates, risk assessments, and cash flow requirements.
- Review proposed contract change orders for Committee consideration and approval.
- Review claims for Committee consideration and approval.
- Assist the Committee in reviewing staffing levels and structures.
- Prepare other project related reports for Committee review.
- Perform such other assignments as appropriate.
-

In carrying out the above tasks, seek assistance whenever appropriate from consultants retained by any of the Agencies doing work related to the Bridge Projects.

PMT Members: The PMT shall consist of BATA Deputy Director, Caltrans Deputy Director, and CTC Deputy Director. A chairperson of the PMT members shall be selected by the PMT. The PMT chair shall rotate on an annual basis.

PMT Support: Project Managers and other project staff of the participating agencies and consultants (BAMC, HNTB, Calthrop, etc) services secured to provide project management and oversight, and technical services.

Meetings:

Agenda and Minutes: All agenda and minutes will be produced by the BAMC team to provide consistency in collection, presentation and distribution to both the PMT and the TBPOC.

Frequency: The meetings will be held at least once a month in anticipation of the TBPOC monthly meetings.

Program Management Team Charter

Purpose:

The Program Management Team (PMT), established by the Toll Bridge Program Oversight Committee (POC), shall exist to review project and program information and issues with the intent to provide staff with decisions and direction to resolve issues or to formulate recommendations for consideration and resolution by the POC.

Responsibilities:

The PMT shall:

- Review detailed cost and schedule information pertinent to each issue as well as project and program progress and trend information;
- Resolve those project and program issues that its members are authorized to decide;
- Evaluate and forward solutions to the POC for decision-making;
- Review staffing plans for all POC project and program staff and forward to the POC for annual approval; and
- Establish the agenda for each POC Meeting and insure that the POC Meeting is attended by the appropriate staff.

Members:

Permanent Members: BATA Deputy Director, Caltrans Toll Bridge Program Deputy Director, and CTC Deputy Director of Projects. No delegates will be allowed.

Ad Hoc Members: Project Managers and other project staff responsible to address the PMT regarding specific issues will attend the PMT meetings on an as needed basis.

Supporting Members: Staff, and/or consultants, designated by the Permanent Members as regular PMT participants, will attend the meetings. Occasionally, other staff from the represented organizations may be invited to attend.

Meetings:

Agenda and Minutes: All agenda and minutes will be produced by the BAMC team to provide consistency in collection, presentation and distribution to both the PMT and the POC.

Frequency: The meetings will be held at least once a month in anticipation of the monthly POC Meeting. At the outset, the meetings will be conducted once a week.

Content: The meetings are intended to serve as working sessions in which project issues, program issues, and reports are presented, reviewed and discussed. At one or more meetings each month: the PMT will review the Monthly Report; review the project trends; and formulate the POC Agenda.

Meeting Schedule:

Monday, Oct. 31, 2005	2:00 to 4:00	Near Carquinez Bridge
Monday, Nov. 7, 2005	3:30 to 5:30	West Approach Office
Monday, Nov. 14, 2005	12:00 to 3:00	Pier 7
Monday, Nov. 21, 2005	11:00 to 1:00	BATA Offices



Toll Bridge Program Oversight Committee



Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report October 2005

DRAFT

Toll Bridge Program Oversight Committee





Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report October 2005

Toll Bridge Program Oversight Committee



California Department of Transportation



Bay Area Toll Authority

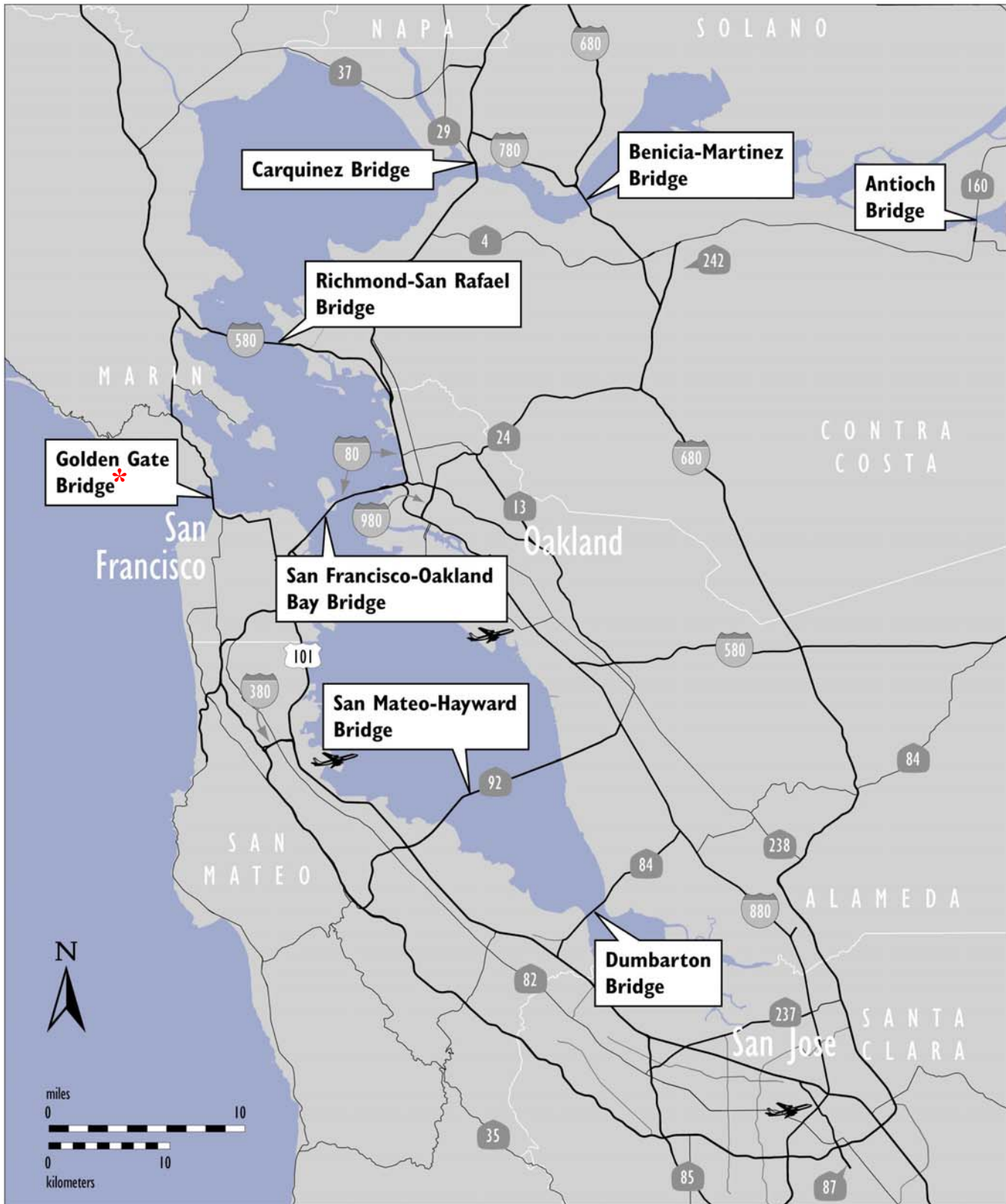


California Transportation Commission

TABLE OF CONTENTS

Introduction	1
Executive Summary	2
<i>Toll Bridge Seismic Retrofit Program—Cost</i>	<i>2</i>
<i>Toll Bridge Seismic Retrofit Program—Schedule</i>	<i>3</i>
<i>Regional Measure 1 Program—Cost</i>	<i>4</i>
<i>Regional Measure 1 Program—Schedule</i>	<i>5</i>
Project / Contract Reports.....	7
<i>San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary.....</i>	<i>8</i>
Skyway Contract	10
Self-Anchored Suspension (SAS) Superstructure Contract.....	12
Self-Anchored Suspension (SAS) E2/T1 Foundation Contract.....	14
Yerba Buena Island (YBI) South/South Detour Contract.....	16
Other Major Contracts in Design.....	18
Other Completed Contracts and Related Work	20
<i>San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project.....</i>	<i>22</i>
<i>Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project</i>	<i>24</i>
<i>Other Completed Seismic Retrofit Projects.....</i>	<i>25</i>
<i>Other Toll Bridges.....</i>	<i>26</i>
Project / Contract Reports.....	27
<i>New Benicia-Martinez Bridge Project Summary.....</i>	<i>28</i>
New Benicia-Martinez Bridge Contract	30
Other Contracts and Related Project Activities	32
<i>New Carquinez Bridge Project.....</i>	<i>34</i>
<i>Richmond-San Rafael Bridge (RSRB) Trestle, Fender, and Deck Joint Rehabilitation Project.....</i>	<i>36</i>
<i>Richmond-San Rafael Bridge (RSRB) Deck Overlay Project.....</i>	<i>37</i>
<i>Interstate 880/State Route 92 Interchange Reconstruction Project.....</i>	<i>38</i>
<i>Other Completed Regional Measure 1 (RM1) Projects.....</i>	<i>39</i>
Appendices.....	41
<i>Appendix A: Toll Bridge Seismic Retrofit Program:</i>	
<i>San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail.....</i>	<i>42</i>
<i>Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail</i>	<i>44</i>
<i>Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule.....</i>	<i>45</i>
<i>Appendix D: Regional Measure 1 Program Cost Detail.....</i>	<i>46</i>
<i>Appendix E: Regional Measure 1 Program Summary Schedule</i>	<i>49</i>

Toll Bridges of the San Francisco Bay Area



* Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District

INTRODUCTION

In July 2005, Assembly Bill 144, Hancock (AB 144) created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprised of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include but are not limited to reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of \$1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
New Benicia-Martinez Bridge	Construction
1927 Carquinez Bridge Demolition	Construction
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Design
Interstate 880/State Route 92 Interchange Reconstruction	Design
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost (\$Millions)

Project	Work Status	AB 144 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
C		959	-	959	380	977	18	●
C								
Sk	Construction	1,293	-	1,293	889	1,293	-	●
SA	Advertise	1,754	-	1,754	-	1,767	14	●
SA	Restart	314	-	314	66	314	-	●
YBI	Design	299	-	299	-	318	19	●
Oa	Design	284	-	284	-	273	(11)	●
So	Design/ Const	132	-	132	23	134	2	●
Ex	Design	239	-	239	-	222	(17)	●
St	Design	15	-	15	-	15	-	●
Ea		90	-	90	89	90	-	
Ri		72	-	72	39	72	-	●
Ot		35	-	35	-	11	(24)	
Total SFOBB East Span Replacement Project		5,487	-	5,487	1,487	5,487	-	
SFOBB West Approach Replacement								
	Construction							●
Capital Outlay Support		120	-	120	67	120	-	
Capital Outlay Construction		309	-	309	151	309	-	
Total SFOBB West Approach Replacement		429	-	429	218	429	-	
Richmond-San Rafael Bridge Retrofit								
	Construction							●
C		134	-	134	121	127	(7)	
C		780	-	780	639	681	(99)	
Project Reserves		-	-	-	-	106	106	
Total Richmond-San Rafael Bridge Retrofit		914	-	914	760	914	-	
Program Completed Projects								
	Complete							
Capital Outlay Support		220	-	220	219	220	-	
Capital Outlay Construction		706	-	706	702	706	-	
Total Program Completed Projects		925	-	925	921	925	-	
Miscellaneous Program Costs								
		30	-	30	25	30	-	
						900	-	
Total Toll Bridge Seismic Retrofit Program		8,685	-	8,685	3,410	8,685	-	

- Within Approved Schedule and Budget
- Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation
- Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming
- Note: Details may not sum to totals due to rounding effects.

Toll Bridge Seismic Retrofit Program—Schedule

Project	Project Complete AB 144 Baseline	Project Complete Forecast	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = c - b	e	f
SFOBB East Span Replacement Project					
S	Apr 07	Apr 07	-	●	Fabrication issues concerning the Skyway hinge pipe beams could impact project schedule and budget. See page 10
SAS Superstructure	Mar 12	Mar 12	-	●	This contract is being re-advertised. See page 12.
SAS E2/T1 Foundations	Jun 08	Jun 08	-	●	The suspension of work on this contract has been lifted. Caltrans is negotiating revised cost and schedule for project. See page 14.
YBI Transition Structures	Nov 13	Nov 13	-	●	
Oakland Touchdown	Nov 13	Nov 13	-	●	
YBI South/South Detour	Jul 07	Jul 07	-	●	
Existing Bridge Demolition	Sep 14	Sep 14	-	●	
Stormwater Treatment Measures	Mar 08	Mar 08	-	●	
<i>Open to Traffic Date: West Bound</i>	<i>Sep 11</i>	<i>Sep 11</i>	-	●	
<i>Open to Traffic Date: East Bound</i>	<i>Sep 12</i>	<i>Sep 12</i>	-	●	
SFOBB West Approach Replacement	Aug 09	Aug 09	-	●	
Richmond-San Rafael Bridge Retrofit	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of this contract in October 2005.

Regional Measure 1 Program—Cost (\$Millions)

Project	Work Status	July 2005 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		168	-	168	136	184	16	
Capital Outlay Construction		901	-	901	688	997	96	
Capital Outlay Right-of-Way		20	-	20	12	20	0	
Project Reserve		13	-	13	-	56	43	
Total New Benicia-Martinez Bridge Project		1,102	-	1,102	836	1,257	155	
Carquinez Bridge Replacement Project	Construction							●
Capital Outlay Support		124	-	124	113	125	1	
Capital Outlay Construction		381	-	381	341	383	2	
Capital Outlay Right-of-Way		10	-	10	10	10	-	
Project Reserve		12	-	12	-	9	(3)	
Total Carquinez Bridge Replacement Project		528	-	528	463	528	0	
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Design							●
Capital Outlay Support		8	-	8	1	8	-	
Capital Outlay Construction		17	-	17	-	21	4	
Project Reserve		0	-	0	-	0	(0)	
Total Richmond-San Rafael Bridge Deck Overlay Rehabilitation		25	-	25	1	29	4	
I-880/SR-92 Interchange Reconstruction	Design							●
Capital Outlay Support		29	-	29	24	43	14	
Capital Outlay Construction		95	-	95	-	119	24	
Capital Outlay Right-of-Way		10	-	10	7	12	2	
Project Reserve		0	-	0	-	12	12	
Total I-880/SR-92 Interchange Reconstruction		134	-	134	31	186	53	
Program Completed Projects	Complete							
Capital Outlay Support		54	-	54	52	54	(0)	
Capital Outlay Construction		308	-	308	308	304	(4)	
Capital Outlay Right-of-Way		2	-	2	1	1	(1)	2
Project Reserve		2	-	2	0	1	(1)	2
Total Program Completed Projects		365	-	365	360	359	(6)	365
Total Regional Measure 1 Program		2,154	-	2,154	1,692	2,359	205	2,154

● Within Approved Schedule and Budget

● Potential Cost and Schedule Impacts:

● Known Cost and Schedule Impacts:

Note: Details may not sum to totals due to rounding effects.

Regional Measure 1 Program—Schedule

Project	Project Complete Baseline	Project Complete Forecast	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = c - b	e	f
New Benicia-Martinez Bridge Project	Dec 07	Dec 07	—	●	Construction issues may impact the cost/schedule for this project. See page 30.
1927 Carquinez Bridge Demolition Project	Dec 07	Sep 07	(3)	●	
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Jan 07	Jan 07	-	●	
I-880/SR-92 Interchange Reconstruction	Nov 10	Dec 10	1	●	Environmental clearance issues have impacted the cost/schedule for this project. See page 38.

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PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundation Contract
- Yerba Buena Island (YBI) South/South Detour Contract
- Other Major Contracts in Design
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

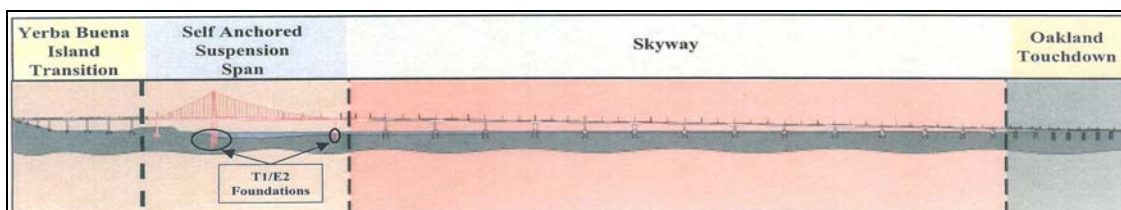
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) South/South Detour—design and construction of a temporary double-deck bypass structure that will allow traffic to cross the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the skyway to the at-grade Oakland approach fill; Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at * Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959	-	959	380	977	18
Capital Outlay Construction	-	-	-	-	-	-
Skyway	1,293	-	1,293	889	1,293	-
SAS Superstructure	1,754	-	1,754	-	1,767	14
SAS E2/T1 Foundations	314	-	314	66	314	-
YBI Structures	299	-	299	-	318	19
Oakland Touchdown	284	-	284	-	273	(11)
YBI South/South Detour	132	-	132	23	134	2
Existing Bridge Demolition	239	-	239	-	222	(17)
Stormwater Treatment Measures	15	-	15	-	15	-
East Span Completed Projects	90	-	90	89	90	-
Right-of-Way and Environmental Mitigation	72	-	72	39	72	-
Other Budgeted Capital	35	-	35	-	11	(24)
TOTAL	5,487	-	5,487	1,487	5,487	-

Note: Details may not sum to totals due to rounding effects.



SFOBB East Span Replacement Project

SFOBB East Span Replacement Schedule Summary

Contract	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
Skyway	April 2007	April 2007	-
YBI South / South Detour	July 2007	July 2007	-
Stormwater Treatment Measures	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	June 2008	-
Open to Traffic: West Bound	September 2011	September 2011	-
SAS Superstructure	March 2012	March 2012	-
Open to Traffic: East Bound	September 2012	September 2012	-
Oakland Touchdown	November 2013	November 2013	-
YBI Transition Structure	November 2013	November 2013	-
Existing Bridge Demolition	September 2014	September 2014	-

Project Status: Construction is currently ongoing on the Skyway and the YBI South/South Detour contracts. The SAS E2/T1 Foundation contract is currently in the process of restarting, and the SAS Superstructure contract has been re-advertised. See the following contract detail pages for more information. As part of an ongoing cost review process, Caltrans is reporting changes to the Estimate at Completion amounts for the project. Currently, these charges can be funded from contingencies in Other Budgeted Capital.

Project Issues: See the following contract detail pages for more information.

Recent TBPOC Actions: In July, the TBPOC approved the restart of the SAS E2/T1 Foundation contract and recommended to the Bay Area Toll Authority the re-advertisement of the SAS Superstructure contract. See the following contract detail pages for more information.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SKYWAY CONTRACT

Contract Description: The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

Skyway Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197	-	197	110	197	-
Capital Outlay Construction	1,293	-	1,293	889	1,293	-
TOTAL	1,490	-	1,490	999	1,490	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
East Span - Skyway	April 2007	April 2007	-

Contract Status: The Skyway contract is currently in construction and is 80% complete. Work continues on the two remaining footing boxes that support the bridge. The pier tables on the eastbound structure are complete, while the westbound structure has six pier tables in various stages of construction. The pre-cast yard in Stockton continues casting segments. Segment erection activities are ongoing. To date, 339 of the 452 pre-cast concrete deck sections have been fabricated; 206 have been installed.

Contract Issues:

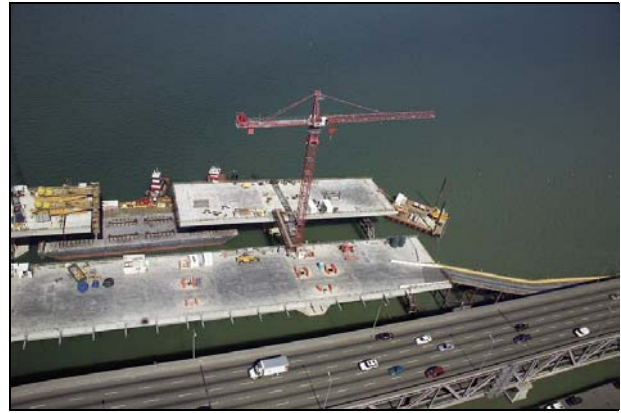
Issue	Mitigating Action
A schedule delay is currently projected by the contractor due to issues with the fabrication of the hinge pipe beams that connect the major frames of the bridge.	While Caltrans is evaluating the contractor's fabrication methodology for the pipe beams, the contractor is currently mitigating the schedule delays by resequencing segment erection activities. The projected delay to the Skyway project is not expected to delay the overall open-to-traffic date for the East Span Replacement project.

Recent TBPOC Actions: None.

Contract Photographs

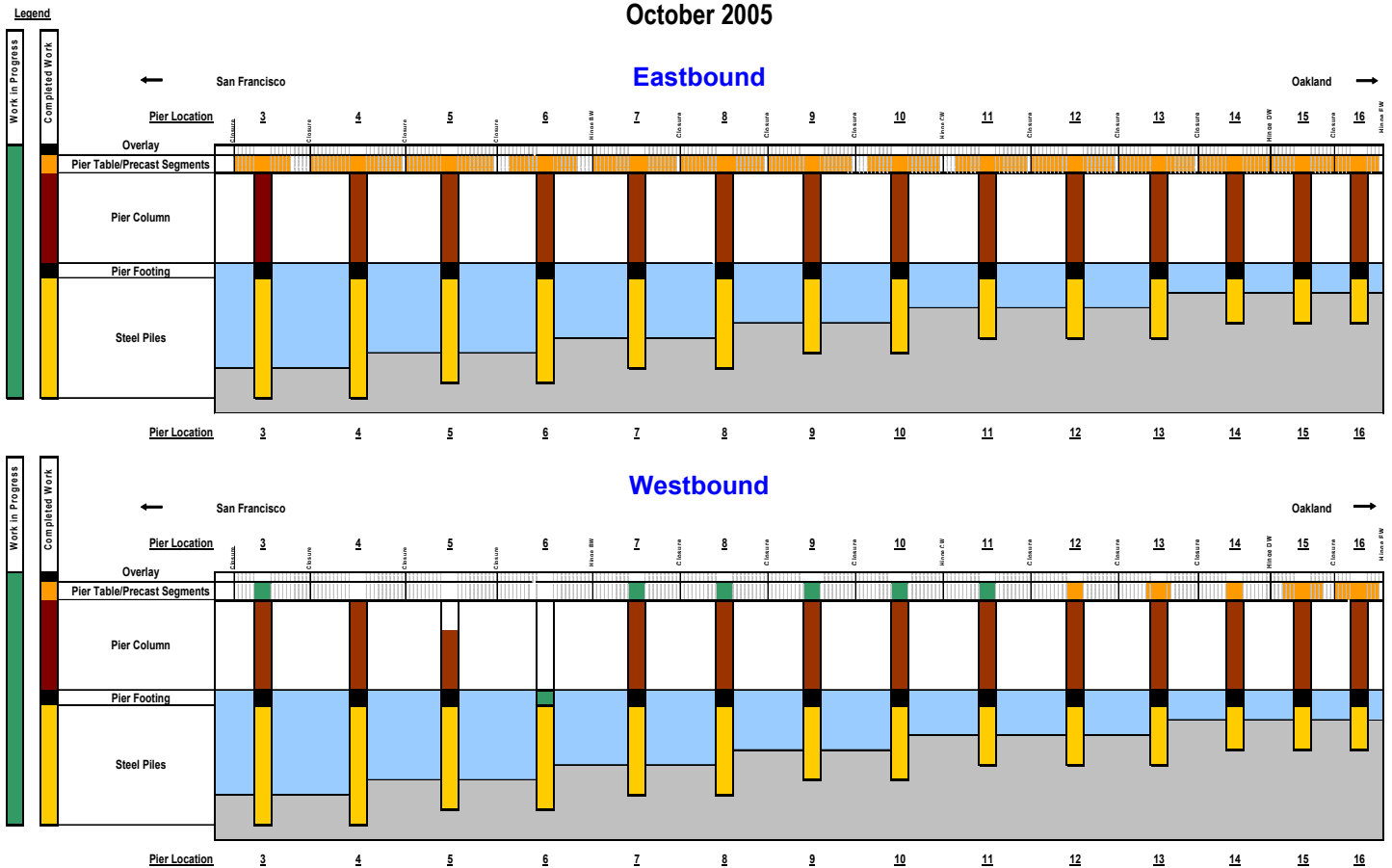


Construction of Westbound Pier Columns (Foreground) and Eastbound Deck.



Construction of Eastbound (Foreground) and Westbound Skyway Deck near the Oakland Approach.

San Francisco-Oakland Bay Bridge East Span Replacement Project - Skyway Contract October 2005



Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (in advertisement), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	215	-	215	14	215	-
Capital Outlay Construction	1,754	-	1,754	-	1,767	14
TOTAL	1,968	-	1,968	14	1,982	14

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
East Span - SAS Superstructure	March 2012	March 2012	-

Contract Status: The SAS Superstructure Contract was re-advertised on August 1, 2005. Bid opening is scheduled for February 1, 2006. Two contractor outreach sessions were held during August, 2005. A Contractor/Fabricator/Supplier meeting was held on September 23, 2005. Caltrans is currently evaluating and responding to contractor inquiries (197 as of 10/15, 89 posted responses) and preparing addenda to the contract plans and specifications as necessary. Key technical issues being addressed are the following:

Caltrans has identified some areas for clarifications to the contract specifications to improve the method of work for the project.

Caltrans is currently performing analyses to determine potential specification revisions to be included in addenda.

The estimate-at-completion forecast for the project was increased by \$14 million to cover actions taken to encourage additional bidders for the project, including the increase to the bidder's stipend to \$3 million for the lowest three responsive bidders, and to accelerate delivery of the project, including accelerating working drawing and progress schedule submittals. Currently, these charges can be funded from contingencies in Other Budgeted Capital.

Contract Issues:

Issue	Mitigating Action
Caltrans' Risk Management evaluation of the project identified the potential lack of bidder competition as the greatest risk to maintaining project cost and schedule.	To increase number of bidders, the TBPOC has approved actions to de-federalize the SAS contract, revise the Cost Reduction Incentive Program (CRIP) to be more financially advantageous to contractors, increase the bidder's stipend to \$3 million to the lowest three responsive bidders, and hold additional contractor outreach sessions.

Recent TBPOC Actions:

In August, the TBPOC approved SAS contract Addendum 1, which changed the call-in telephone number for the August 16, 2005 Contractor Outreach Meeting.

In September, the TBPOC approved SAS contract Addendum 2, which set the Disadvantaged Veteran's Business Enterprise and Small Business goals for the project and made a number of minor technical and environmental regulatory changes to the project.

Contract Photographs

SAS Superstructure Artist Rendition

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATION CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundation contract constructs the main tower foundation at T1 and the adjacent east foundation at E2.

SAS E2/T1 Foundation Cost Summary (\$ Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion *	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	53	-	53	7	53	-
Capital Outlay Construction	314	-	314	66	314	-
TOTAL	366	-	366	73	366	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundation Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	June 2008	-

Contract Status: Work on the project was suspended in January 2005. Approximately 29% of the work on the project was completed prior to the suspension of work. Most of the completed work was the fabrication of steel piles. The original contract cost for the project was \$177 million. On July 29, 2005, Caltrans notified the contractor to restart the work on the project. The proposal for the revised schedule was received from the contractor by September 23, 2005.

Contract Issues:

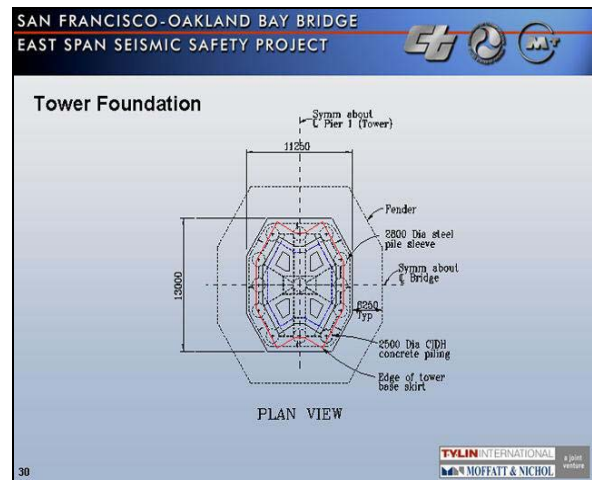
Issue	Mitigating Action
E2/T1 Foundations contract must be completed by March 2008 to avoid impact to the SAS Superstructure Contract.	Caltrans has restarted negotiations. This is a high priority action so that the Contractor can resume all work as quickly as possible. Final negotiations are expected to have a significant impact on the project budget and could impact the schedule of the SAS project.
Gaining firm commitment dates for cost-effective steel delivery from suppliers as part of E2/T1 Foundations restart is critical to resuming work.	Caltrans is focused on staying current with issues concerning the restart of the steel supply, to include replacing suppliers if required.

Recent TBPOC Actions: In July, the TBPOC recommended the restart of the SAS E2/T1 Foundation contract.

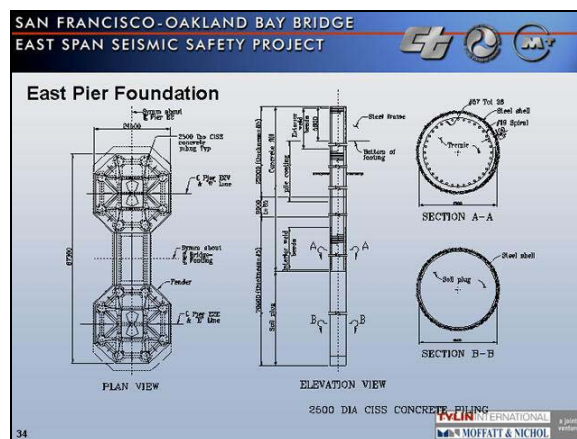
Project Photographs



T1 = Foundation for the 530-foot steel tower
E2 = Eastern Support of the suspension roadway
W2 = Western Support of the suspension roadway



Tower Foundation



East Pier Foundation

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► YERBA BUENA ISLAND (YBI) SOUTH/SOUTH DETOUR CONTRACT

Contract Description: The Yerba Buena Island (YBI) South/South Detour Contract constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI South/South Detour Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI South/South Detour						
Capital Outlay Support	30	-	30	13	30	-
Capital Outlay Construction	132	-	132	23	134	2
TOTAL	161	-	161	36	163	2

Note: Details may not sum to totals due to rounding effects.

YBI South/South Detour Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
YBI South / South Detour	July 2007	July 2007	-

Contract Status: The contract is 32% complete. To minimize impacts on the traveling public, portions of the East and West Tie-in operations remain suspended. The contract is performance based, whereby the contractor is responsible for both designing and constructing the detour structures. The contractor's engineer continues to perform design work on the east and west tie-in structures for the detour.

Contract Issues:

Issue	Mitigating Action
Delay to the SAS contract due to re-advertising has extended the South/South Detour Contract, so as to integrate with the schedule of the SAS contract.	Caltrans is currently reviewing the project costs and schedule based on the revised SAS E2/T1 Foundation and SAS Superstructure project milestones to determine the optimum project schedule for the South/South Detour contract. A revised schedule for the project will likely increase contract costs.

Recent TBPOC Actions: None.

Contract Photographs



Temporary Bypass Structure (in yellow)



Pier Column Construction for the South-South Detour.



Aerial View of Pier Footing and Column Construction for the South-South Detour at the Yerba Buena Island.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OTHER MAJOR CONTRACTS IN DESIGN

Contract Description: Caltrans is currently designing a number of other major construction contracts that will be necessary prior to opening the new east span, including the Oakland Touchdown and the YBI Transition Structure. Following opening of the new bridge, the existing bridge will be removed with the Bridge Demolition contract.

Other Major Contracts Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	239	-	239	29	256	18
Capital Outlay Construction						
YBI Transition Structure	299	-	299	-	318	19
Oakland Touchdown	284	-	284	-	273	(11)
Demolition	239	-	239	-	222	(17)
Stormwater Treatment Measures	15	-	15	-	15	-
Total Capital Outlay Construction	837	-	837	-	828	(9)
TOTAL	1,076	-	1,076	29	1,085	9

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Project	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)	Design % Complete
Stormwater Treatment Measures	March 2008	July 2008	4	100
YBI Transition Structure	November 2013	November 2013	-	80
Oakland Touchdown	November 2013	November 2013	-	TBD
Existing Bridge Demolition	September 2014	September 2014	-	10

Contract Status:

Stormwater Treatment Measures: This contract to implement best practices for stormwater runoff treatment will be advertised in early 2006. BATA approved the bid documents for this project for advertisement on October 26, 2005.

Oakland Touchdown: The TBPOC authorized Caltrans to split the Oakland Touchdown project into multiple contracts to accelerate work and to reduce the risk of any of this work impacting the critical path for the project. The first contract would construct all the marine foundation work and west-bound approach work earlier to keep the work off the project's critical path. The second contract would construct the remaining east-bound approach when west-bound traffic is shifted onto the new SAS. The third contract would replace the existing submarine cable from Oakland Touchdown to Treasure Island. The fourth contract would incorporate most of the electrical elements from OTD as well as from other segments of the

East Span into a single contract. Due to the split, the capital outlay forecast for this work has been reduced from \$284 million to \$273 million, saving \$11 million. However, the capital outlay support for the contract was increased to cover the additional work to split the contract and to administer four separate contracts over a longer duration rather than the original single contract. Currently, these charges can be funded from contingencies in Other Budgeted Capital.

YBI Transition Structure: This contract is currently being designed by Caltrans. Caltrans has also initiated a value analysis effort on the project to evaluate the current design. As part of an ongoing cost review process, Caltrans is reporting changes to the Estimate at Completion amounts for the contract. Most of the cost increase was due to a higher estimate for electrical work and scheduling. Currently, these charges can be funded from contingencies in Other Budgeted Capital.

Bridge Demolition: Design work has not yet been initiated for this contract.

Recent TBPOC Actions: In September, the TBPOC authorized Caltrans to split the Oakland Touchdown project into multiple contracts for advertisement.

Contract Photographs



Artist's Rendition of Oakland touchdown Aerial View.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227	-	227	209	227	-
Right-of-Way and Environmental Mitigation	72	-	72	39	72	-
Capital Outlay Construction						
SAS W2 Foundations	26	-	26	26	26	-
YBI/SAS Archeology	1	-	1	1	1	-
YBI - USCG Road Relocation	3	-	3	3	3	-
YBI - Substation and Viaduct	12	-	12	11	12	-
Oakland Geofill	8	-	8	8	8	-
Pile Installation Demonstration Project	9	-	9	9	9	-
Existing East Span Retrofit	31	-	31	31	31	-
Total Capital Outlay Construction Completed	90	-	90	89	90	-
TOTAL	390	-	390	336	390	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	October 1997
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above listed contracts. Caltrans continues to work with various environmental agencies to mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Project Photographs



San Francisco-Oakland Bay Bridge Night View



San Francisco-Oakland Bay Bridge Aerial View

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from the 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120	-	120	67	120	-
Capital Outlay Construction	309	-	309	151	309	-
TOTAL	429	-	429	218	429	-

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
West Approach	August 2009	August 2009	-

Project Status: Construction work is 57% complete, which includes mobilization. Seismic retrofitting construction is continuing throughout the project. I-80 demolition operations for frame 7U(N) occurred over five weekends from the end of September through October and are complete. This was a difficult engineering and construction task that had substantial risk. The Department successfully completed this work with no unanticipated impacts to traffic. The success of the work on frame 7U(N) and the lessons learned lend substantial confidence to the project team for future work on frame 8U(N). The contractor has begun the erection of falsework for construction of new frame 7U(N). This work operation is critical to the completion of the west approach. The Harrison Street off-ramp was closed for reconstruction on September 6, 2005, and will remain closed for three years. Demolition of this ramp is scheduled to take place in November.

Project Issues

Issue	Mitigating Action
CCO #95 relates to work being performed on the anchorage in the area of frame 7U(N). It extended the baseline schedule and allows for the monitoring of the integrity of the bridge. This CCO plus supplements is estimated at \$9.8 million in value and includes a contract completion date extension of 59 days.	This CCO can be funded from existing contingency allowance.

Recent TBPOC Actions: In September, the TBPOC approved CCO #71 concerning pile driving issues.

Project Photographs



Tendon Cutting of the Existing West Approach Deck.



New I-80 Westbound Crossover.



Tendon Cutting of the Existing West Approach Deck.



Preparation for the Demolition of Portion of the Existing West Approach Structure.

Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. Along with the retrofit work, Caltrans performed Regional Measure 1 (RM1) work to replace the existing west trestle and the main channel fenders. (The RM1 work is reported in the RM1 section of the report).

RSRB Seismic Retrofit Cost Summary (\$Millions)

Contract	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134	-	134	121	127	(7)
Capital Outlay Construction	780	-	780	639	681	(99)
Project Reserves	-	-	-	-	106	106
TOTAL	914	-	914	760	914	-

Note: Details may not sum to totals due to rounding effects.

RSRB Seismic Retrofit Schedule Summary

Project	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
RSRB Seismic Retrofit	August 2005	October 2005	2

Project Status: Caltrans achieved seismic safety on the bridge in July 2005. Caltrans is expecting at least \$106 million in savings from the AB 144 budget. The construction contract was completed and accepted on October 17, 2005.

Contract Issues: None.

Recent TBPOC Actions: None.

Project Photographs



Richmond-San Rafael Toll Bridge



Richmond-San Rafael Bridge ribbon cutting.

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in southern California.

Other Completed Seismic Retrofit Projects Cost Summary (\$Millions)

Project	AB 144 Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	308	-	308	305	308	-
Carquinez Bridge Retrofit Project	114	-	114	114	114	-
Benicia-Martinez Bridge Retrofit Project	178	-	178	178	178	-
San Mateo-Hayward Bridge Retrofit Project	164	-	164	163	164	-
Vincent Thomas Bridge Retrofit Project	59	-	59	58	59	-
San Diego-Coronado Bridge Retrofit Project	104	-	104	103	104	-
TOTAL	925	-	925	921	925	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above listed projects. The Estimate at Completion amounts shown above include allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Although the Antioch and Dumbarton bridges are not identified for funding in the TBSRP, the Department is continuing work on the seismic vulnerability studies in order to assess the potential for necessary retrofit work.



Antioch Bridge



Dumbarton Bridge



PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Richmond-San Rafael Bridge Trestle Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo-Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project constructs a new parallel bridge just east of the existing bridge. The project will include reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	168	-	168	136	184	16
Right-of-Way and Others	20	-	20	12	20	0
Capital Outlay Construction						-
New Bridge	692	-	692	540	771	79
I-680/I-780 Interchange Replacement	92	-	92	66	92	0
I-680/Marina Vista Interchange Reconstruction	55	-	55	50	60	5
New Toll Plaza	24	-	24	17	25	1
Other	38	-	38	14	49	11
Project Reserve*	13	-	13	-	56	43
TOTAL	1,102	-	1,102	836	1,257	155

Note: Details may not sum to totals due to rounding effects.

** Project Reserve is being re-evaluated based on Caltrans risk analyses.*

New Benicia-Martinez Bridge Project Schedule Summary

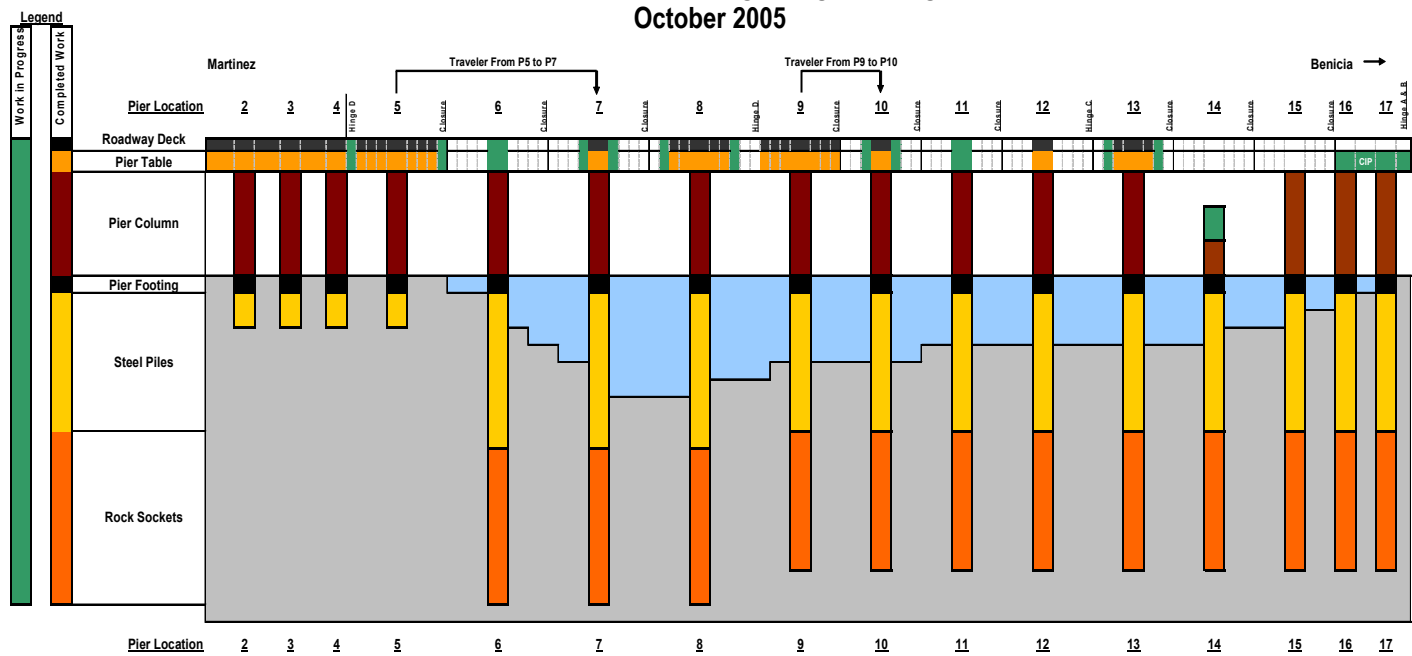
Project	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	March 2006	-
New Toll Plaza	June 2006	June 2006	-
New Benicia-Martinez Bridge	December 2007	December 2007	-
I-680/I-780 Interchange Replacement	February 2008	February 2008	-
Open to Traffic	February 2008	February 2008	-

Project Status: All major construction projects necessary to open the bridge are currently in construction. Numerous foundation and superstructure issues have significantly delayed the new bridge contract. See the following contract detail pages for more information.

Project Issues: See the following contract detail pages for more information.

Recent TBPOC Actions: None.

New Benicia-Martinez Bridge Progress Diagram October 2005



Project Photographs



Toll Plaza Canopy



Segment Construction.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project

► NEW BENICIA-MARTINEZ BRIDGE CONTRACT

Contract Description: The new bridge contract constructs a new cast-in-place segmentally constructed reinforced concrete bridge just east of the existing bridge. The new bridge will carry five lanes of eastbound I-680 traffic towards Benicia.

New Benicia-Martinez Bridge Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
New Benicia-Martinez Bridge						
Capital Outlay Support	85	-	85	65	98	13
Capital Outlay Construction	692	-	692	540	771	79
TOTAL	777	-	777	605	869	92

Note: Details may not sum to totals due to rounding effects.

New Benicia-Martinez Bridge Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
New Benicia-Martinez Bridge	December 2007	December 2007	-

Contract Status: The contract is 79% complete. The superstructure concrete is in place and post tensioned from the south abutment to pier 4, and barrier rail construction is in progress. Superstructure segments are being cast at piers 5, 8, 9 and 13. In order to maintain concrete temperature within the specified limits, cooling tubes are being installed in the segments and a nitrogen station is in operation for cooling the concrete in the delivery trucks. Eighty-two of 344 segments are complete as of August 13, 2005, for the above mentioned piers. Ten tower cranes are installed and operational. Pier table construction continues at piers 6 and 12, and column construction continues at piers 14 and 15. For Frame 4 cast on falsework, barrier rails, approach slab work, isolation casing covers, grading for drainage and slope paving are complete and continuing with dry finish work on exterior. The falsework on Frame 1 is complete up to Pier 17.

Contract Issues

Issue	Mitigating Action
<p>The lightweight concrete mix design is generating an unacceptable amount of heat as it cures; extraordinary measures are being taken to cool the concrete to avoid cracking and extend the life of the bridge. This heat was not anticipated in the project specifications. The cost and schedule impacts of this risk issue are dependent upon the actions taken to mitigate the higher temperatures. This issue may delay completion of the main span.</p>	<p>Actions to lower the temperatures include producing the concrete with ice, introducing liquid nitrogen into the concrete prior to placement, and placing cooling tubes in the concrete elements. Project staff is also evaluating the cost and the critical path schedule to determine opportunities to reduce the cost and time impact of the added measures being taken to lower the temperature of the concrete.</p>
<p>The estimate at completion for the contract is significantly higher than the current budget for the project. As reported to the BATA Oversight Committee in April 2005, Caltrans has identified significant potential cost increases that are due to a number of issues, including delays, lightweight concrete issues, and additional costs for foundation construction joints.</p>	<p>While the potential cost increases have been incorporated into the estimate at completion, BATA continues to work on a comprehensive funding package to cover the cost of the overruns. BATA staff has also directed Caltrans and BATA's consultant team to reforecast the entire project cost to identify any additional costs.</p>

Recent TBPOC Actions: None.

Contract Photographs

Frame 1 Cast on Falsework at Bents 15 to 17 of the New Bridge.



Pier 10 Segment Construction with Travelers at Both Ends of the New Bridge.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

► OTHER CONTRACTS AND RELATED PROJECT ACTIVITIES

Contract Description: Contracts related to the new Benicia-Martinez Bridge project involve the construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy vehicle (HOV) bypass lanes, and the reconstruction of the I-680/Marina Vista Road and I-680/I-780 interchanges.

Other Contracts and Related Activities Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	83	-	83	70	86	3
Right-of-Way and Environmental Mitigation	20	-	20	12	20	-
Capital Outlay Construction						-
I-680/I-780 Interchange Replacement	92	-	92	66	92	-
I-680/Marina Vista Interchange Reconstruction	55	-	55	50	60	5
New Toll Plaza	24	-	24	17	25	1
Others	38	-	38	14	49	11
Total Capital Outlay Construction	209	-	209	148	226	17
TOTAL	312	-	312	230	332	20

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Activities Schedule Summary

Project	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	March 2006	-
New Toll Plaza	June 2006	June 2006	-
I-680/I-780 Interchange Replacement	December 2007	December 2007	-

Contract Status:

Toll Plaza and Administration Building: The contract is 77% complete. Work continues on miscellaneous wiring installation and system testing at the Administration Building, as well as installation of miscellaneous electrical work and metal framing for ceiling and fascia of the canopy at the tollbooths. Site work continued at the east and west side of the parking areas next to the Administration Building, and installation of the chain link fence around the main transformer and back flow preventers at the bottom of PK-Line and Mococo Road.

I-680/I-780 Interchange: The contract is approximately 93% complete. All footings, bents, and columns for Bridge 215, which is the northbound I-680 from pier 17, are complete, and superstructure works are in progress. All foundations, bents, and columns for bridges 212 and 214, the westbound I-780 connector, are complete. The deck of bridge 214 will be stressed and grouted by the end of the month. Superstructure work is in progress for bridge 212 and 215.

I-680/Marina Vista Interchange: The contract is approximately 93% complete. The Mococco Overhead is complete, including deck, barrier rail, and expansion joints. Work has been completed on lightweight fill up to abutment 1. Cleaning and grading to return to natural grade is in progress from abutments 9 to 6. Continued pile driving operation, with the installation of cast-in-steel-shell (CISS) piles for Retaining Wall #1.

Wetland Mitigation: The contract is 90% complete and is scheduled for completion in February 2006. Mass excavation between the railroad and Industrial Way, as well as the excavation of the levee across channel A are complete. Sheets from the jacking and receiving pits were pulled and backfilling completed. The excavation of channel A, by the two “water mogs,” south of the railroad tracks towards the bay, continued.

Contract Issues

Issue	Mitigating Action
The estimate at completion for the project is significantly higher than the current budget for the project. As reported to the BATA Oversight Committee in April 2005, Caltrans has identified significant potential cost increases due to a number of issues, including delays as a result of the delay to the new bridge contract.	While the potential cost increases have been incorporated into the estimate at completion, BATA continues to work on a comprehensive funding package to cover the cost of the overruns. BATA staff has also directed Caltrans and BATA's consultant team to reforecast the entire project cost to identify any additional costs.

Recent TBPOC Actions: None.

Contract Photographs

Retaining Wall #1 Construction at Marina Vista.



Falseworks for Frame 1 of the New Bridge.

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The new Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124	-	124	113	125	1
Capital Outlay Construction						-
Replacement Bridge	253	-	253	253	256	3
South Interchange Reconstruction	74	-	74	69	74	-
Existing 1927 Bridge Demolition	35	-	35	3	35	-
Other	29	-	29	25	28	(1)
Project Reserve	12	-	12	-	9	(3)
TOTAL	528	-	528	463	528	-

Note: Details may not sum to totals due to rounding effects.

New Carquinez Bridge Schedule Summary

Contract	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
New Carquinez Bridge	November 2003*	November 2003*	-
1927 Carquinez Bridge Demolition	December 2007	September 2007	(3)
Landscaping	August 2011	August 2011	-

* The date shown is for the opening of the bridge to traffic.

Project Status: The replacement bridge and all its approaches are complete and opened to traffic. The 1927 Bridge Demolition contract was awarded on April 4, 2005. The baseline schedule has been submitted and approved. Submittals for the redecking of the 1958 bridge have been approved. A traffic switch for eastbound traffic and associated 1958 bridge deck approach rehabilitation work began on September 26, 2005 and will complete by mid-November 2005. Demolition of the 1927 bridge will follow.

Project Issues:

Issue	Mitigating Action
On the Replacement Carquinez Bridge Contract, the Contractor has submitted claims for various contract issues, including claims on fabrication, labor, and access.	Caltrans is in the process of evaluating the merits of the final claims. BATA staff will direct BATA's consultant team to also evaluate the claims to determine project risk. Project reserves may need to be used.

Project Photographs

*Carquinez Bridge Overview**Stud Bolts and Metal Decking Operation at 1958 Bridge**East Overhang Falsework**1958 Carquinez Bridge Approach showing Concrete Pouring and Metal Deck Operations.**Demolition of Existing Concrete Slabs.**Exposed Structural Steel Frames of the 1958 Carquinez Bridge.*

Regional Measure 1 Program

Richmond-San Rafael Bridge (RSRB) Trestle, Fender, and Deck Joint Rehabilitation Project

Project Description: This contract involves replacing the western trestle section of the bridge near San Rafael, and rehabilitating the ship collision fender system at various piers.

RSRB Trestle, Fender, and Deck Joint Rehabilitation Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
RSR Trestle, Fender, and Joint Rehabilitation						
Capital Outlay Support	11	-	11	10	11	-
Capital Outlay Construction	91	-	91	101	91	-
Project Reserve	-	-	-	-	-	-
TOTAL	102	-	102	111	102	-

Note: Details may not sum to totals due to rounding effects.

RSRB Trestle, Fender, and Deck Joint Rehabilitation Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	August 2005	August 2005	-

Project Status: Work on this project is completed.

Project Issues

Issue	Mitigating Action
Actual cost-to-date is in excess of budget.	Caltrans/BATA should transfer \$16.9 million in expended cost to the Toll Bridge Seismic Retrofit Account (TBSRA).

Project Photographs



Repaired Deck Joints-Lower Deck



Richmond-San Rafael Trestle

Regional Measure 1 Program

Richmond-San Rafael Bridge (RSRB) Deck Overlay Project

Project Description: Rehabilitate the existing concrete deck on the bridge, damaged due to traffic and exposure to a marine environment.

RSRB Deck Overlay Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
RSR Deck Overlay						
Capital Outlay Support	8	-	8	1	8	-
Capital Outlay Construction	17	-	17	-	21	4
TOTAL	25	-	25	1	29	4

Note: Details may not sum to totals due to rounding effects.

RSRB Deck Overlay Schedule Summary

Contract	Baseline Contract Completion Date	Forecast Contract Completion Date	Variance (Months)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	January 2007	January 2007	-

Project Status: A fund request was submitted to BATA in September 2005 requesting \$20.5 million for construction. Capital Outlay support is programmed at \$4 million. This project is Ready to List. Design is complete, and this project will be advertised when BATA approves funding for allocation.

Project Issues:

Issue	Mitigating Action
Caltrans has reported a higher than budgeted estimate for the project.	BATA staff will review the revised estimate for the project to determine an appropriate recommendation to BATA. Additional funds maybe allocated from the BATA Toll Bridge Rehabilitation Program.

Project Photographs



RSR Concrete Deck Overlay

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	29	-	29	25	43	14
Capital Outlay Construction	95	-	95	-	119	24
Capital Outlay Right-of-Way and Others	10	-	10	7	13	3
Project Reserve	0	-	0	-	12	12
TOTAL	134	-	134	32	187	54

Note: Details may not sum to totals due to rounding effects. \$9.6 million in ACTA funds included under Capital Outlay Construction. \$3.7 million included in Capital Outlay Construction for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	Baseline Project Completion Date	Forecast Project Completion Date	Variance (Months)
I-880/SR-92 Interchange Reconstruction	November 2010	December 2010	1

Project Status: Caltrans continues work on the preparation of the PS&E package with 100% completion scheduled for January 10, 2006. Design work was delayed due to resolution of utility conflicts, and design and construction staging refinements. Caltrans is pursuing offsite wetland mitigation due to 1) limited areas within the project limits that is suitable to accommodate the wetland mitigation ratio of 3:1 required the Water Board and 2) no maintenance. Additional right of way funds will be required to pay for off-site wetland mitigation. Right-of-way acquisition is in progress. Right of way from approximately 50% of the 72 residential/commercial parcels, currently identified, has been acquired. Condemnation might be necessary to accommodate two utility easements. Demolition of 10 of the 12 homes is scheduled to begin in December 2005. The remaining 2 homes may be sold with proceeds going back into the project. Contract package is scheduled to be advertised by August 2006 and start of construction in November 2006.

Project Issues:

Issue	Mitigating Action
Later than anticipated approval of the environmental clearance documents has delayed project delivery by 14 months. This delay among other reasons has contributed to an increase in estimated costs due to escalation.	BATA and Caltrans will perform a complete re-evaluation of the schedule impact with the issuance of the 100% PS&E, and will also determine work-around options that would mitigate the delay to the project. BATA will also review the entire project cost with the 100% PS&E.
The forecast schedule includes an aggressive schedule for right-of-way acquisition that provides for 18 months to clear numerous parcels in the project area.	The impact of right-of-way acquisitions on the schedule will be determined during the previously mentioned schedule assessment. The construction contract will be advertised with an A+B specification, which could reduce the construction duration and recover the project schedule.
Condemnation might be necessary to accommodate two utility easements that would delay the project schedule by several months.	The maximum monetary offer allowed by law would be made to the prospective property owners in order to avoid condemnation proceedings.

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach, (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange, (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole, and (d) Modify the U.S. 101/University Avenue interchange.

Other Completed RM1 Projects Cost Summary (\$Millions)

Contract	June 2005 BATA Budget	Approved Changes	Current Budget	Cost To Date (8/05)	Estimate at Completion	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	218	-	218	209	212	(6)
Bayfront Expressway Widening Project	35	-	35	33	35	(0)
Richmond Parkway Project	6	-	6	4	6	-
Others	4	-	4	4	4	-
TOTAL	263	-	263	249	256	(6)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
Other	April 2004

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.

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APPENDICES

- A** Toll Bridge Seismic Retrofit Program:
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost
Detail
- B** Toll Bridge Seismic Retrofit Program Cost Detail
- C** Toll Bridge Seismic Retrofit Program Summary Schedule
- D** Regional Measure 1 Program Cost Detail
- E** Regional Measure 1 Program Summary Schedule

Appendix A: Toll Bridge Seismic Retrofit Program (\$Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	01202X						
Capital Outlay Support		197	-	197	110	197	-
Capital Outlay Construction		1,293	-	1,293	889	1,293	-
Total		1,490	-	1,490	999	1,490	-
East Span - SAS Superstructure	0120FX						
Capital Outlay Support		215	-	215	14	215	-
Capital Outlay Construction		1,754	-	1,754	-	1,767	14
Total		1,968	-	1,968	14	1,982	14
East Span - SAS E2/T1 Foundations	0120EX						
Capital Outlay Support		53	-	53	7	53	-
Capital Outlay Construction		314	-	314	66	314	-
Total		366	-	366	73	366	-
SAS W2 Foundations	0120CX						
Capital Outlay Support		10	-	10	9	10	-
Capital Outlay Construction		26	-	26	26	26	-
Total		36	-	36	35	36	-
YBI Transition Structures	0120PX						
Capital Outlay Support		79	-	79	7	79	-
Capital Outlay Construction		299	-	299	-	318	19
Total		378	-	378	7	397	19
Oakland Touchdown	01204X						
Capital Outlay Support		74	-	74	19	92	18
Capital Outlay Construction		284	-	284	-	273	(11)
Total		358	-	358	19	365	7
YBI South/South Detour	0120RX						
Capital Outlay Support		30	-	30	13	30	-
Capital Outlay Construction		132	-	132	23	134	2
Total		161	-	161	36	163	2
Existing Bridge Demolition	01209X						
Capital Outlay Support		80	-	80	0	80	-
Capital Outlay Construction		239	-	239	-	222	(17)
Total		319	-	319	0	302	(17)
YBI/SAS Archeology	01207X						
Capital Outlay Support		1	-	1	1	1	-
Capital Outlay Construction		1	-	1	1	1	-
Total		2	-	2	2	2	-

Appendix A: Toll Bridge Seismic Retrofit Program (\$Millions)

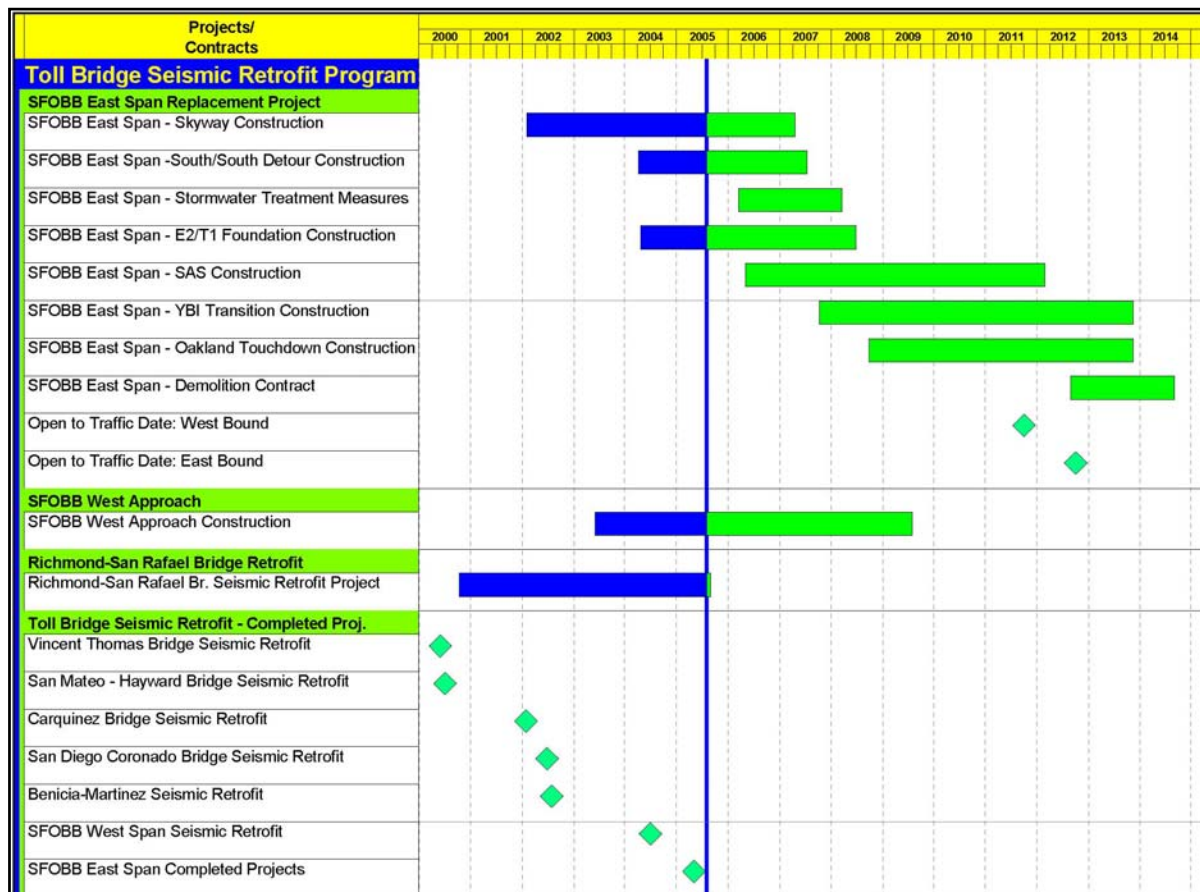
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont.)

Contract	EA Number	AB 144 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
YBI - USCG Road Relocation	0120QX						
Capital Outlay Support		3	-	3	3	3	-
Capital Outlay Construction		3	-	3	3	3	-
Total		6	-	6	5	6	-
YBI - Substation and Viaduct	0120GX						
Capital Outlay Support		7	-	7	6	7	-
Capital Outlay Construction		12	-	12	11	12	-
Total		18	-	18	17	18	-
Oakland Geofill	01205X						
Capital Outlay Support		2	-	2	2	2	-
Capital Outlay Construction		8	-	8	8	8	-
Total		11	-	11	11	11	-
Pile Installation Demonstration Project	01208X						
Capital Outlay Support		2	-	2	2	2	-
Capital Outlay Construction		9	-	9	9	9	-
Total		11	-	11	11	11	-
Stormwater Treatment Measures	0120JX						
Capital Outlay Support		6	-	6	3	6	-
Capital Outlay Construction		15	-	15	-	15	-
Total		21	-	21	3	21	-
Right-of-Way and Environmental Mitigation	0120X9						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72	-	72	39	72	-
Total		72	-	72	39	72	-
Sunk Cost - Existing East Span Retrofit	04343X & 04300X						
Capital Outlay Support		39	-	39	39	39	-
Capital Outlay Construction		31	-	31	31	31	-
Total		70	-	70	70	70	-
Other Capital Outlay Support							
Environmental Phase		98	-	98	98	98	-
Pre-Split Project Expenditures		45	-	45	45	45	-
Non-project Specific Costs		20	-	20	3	20	-
Total		163	-	163	146	163	-
Subtotal East Span Capital Outlay Support		959	-	959	380	977	18
Subtotal East Span Capital Outlay Construction & Sunk Costs		4,492	-	4,492	1,106	4,499	6
Other Budgeted Capital		35	-	35	-	11	(24)
Total SFOBB East Span Replacement Project		5,487	-	5,487	1,487	5,487	-

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail (\$Millions)

Project	AB 144 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959	-	959	380	977	18
Capital Outlay Construction	4,492	-	4,492	1,106	4,499	6
Other Budgeted Capital	35	-	35	-	11	(24)
Total	5,487	-	5,487	1,487	5,487	-
SFOBB West Approach Replacement						
Capital Outlay Support	120	-	120	67	120	-
Capital Outlay Construction	309	-	309	151	309	-
Total	429	-	429	218	429	-
SFOBB West Span Retrofit						
Capital Outlay Support	75	-	75	75	75	-
Capital Outlay Construction	233	-	233	230	233	-
Total	308	-	308	305	308	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134	-	134	121	127	(7)
Capital Outlay Construction	780	-	780	639	681	(99)
Project Reserves	-	-	-	-	106	106
Total	914	-	914	760	914	-
Benicia-Martinez Bridge Retrofit						
Capital Outlay Support	38	-	38	38	38	-
Capital Outlay Construction	140	-	140	140	140	-
Total	178	-	178	178	178	-
Carquinez Bridge Retrofit						
Capital Outlay Support	29	-	29	29	29	-
Capital Outlay Construction	85	-	85	85	85	-
Total	114	-	114	114	114	-
San Mateo-Hayward Bridge Retrofit						
Capital Outlay Support	28	-	28	28	28	-
Capital Outlay Construction	135	-	135	135	135	-
Total	164	-	164	163	164	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16	-	16	16	16	-
Capital Outlay Construction	42	-	42	42	42	-
Total	59	-	59	58	59	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	34	-	34	33	34	-
Capital Outlay Construction	70	-	70	69	70	-
Total	104	-	104	103	104	-
Subtotal East Span Capital Outlay Support	1,433	-	1,433	787	1,444	11
Subtotal East Span Capital Outlay & Sunk Costs	6,287	-	6,287	2,598	6,194	(93)
Subtotal Other Budgeted Capital	35	-	35	-	11	(24)
Miscellaneous Program Costs	30	-	30	25	30	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785	-	7,785	3,410	7,679	(106)
Project Reserves	-	-	-	-	106	106
Program Contingency	900	-	900	-	900	-
Total Toll Bridge Seismic Retrofit Program	8,685	-	8,685	3,410	8,685	-

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail (\$Millions)

Project	EA Number	June 2005 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	00603_						
Capital Outlay Support		85	-	85	65	98	13
Capital Outlay Construction		692	-	692	540	771	79
Total		777	-	777	605	869	92
I-680/I-780 Interchange							
Reconstruction	00606_						
Capital Outlay Support		33	-	33	30	35	1
Capital Outlay Construction		92	-	92	66	92	0
Total		126	-	126	96	127	2
I-680/Marina Vista Interchange							
Reconstruction	00605_						
Capital Outlay Support		19	-	19	19	21	1
Capital Outlay Construction		55	-	55	50	60	5
Total		74	-	74	69	81	6
New Toll Plaza and Administration Building							
Building	00604_						
Capital Outlay Support		14	-	14	13	14	-
Capital Outlay Construction		24	-	24	17	25	1
Total		39	-	39	31	39	1
Other Contracts							
	See note below						
Capital Outlay Support		16	-	16	8	16	0
Capital Outlay Construction		38	-	38	14	49	11
Capital Outlay Right-of-Way		20	-	20	12	20	0
Total		74	-	74	35	85	11
Subtotal Capital Outlay Support		168	-	168	136	184	16
Subtotal Capital Outlay Construction		901	-	901	688	997	96
Subtotal Capital Outlay Right-of-Way		20	-	20	12	20	0
Project Reserves		13	-	13	-	56	43
Total New Benicia-Martinez Bridge Project		1,102	-	1,102	836	1,257	155

Notes:

Includes EA's 00601_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way

Appendix D: Regional Measure 1 Program Cost Detail (\$Millions) (Cont.)

Project	EA Number	June 2005 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	01301_						
Capital Outlay Support		60	-	60	60	62	2
Capital Outlay Construction		253	-	253	253	256	3
Total		314	-	314	313	319	5
Crockett Interchange Reconstruction							
	01305_						
Capital Outlay Support		32	-	32	32	32	-
Capital Outlay Construction		74	-	74	69	74	-
Total		106	-	106	101	106	-
Existing 1927 Bridge Demolition							
	01309_						
Capital Outlay Support		16	-	16	7	16	-
Capital Outlay Construction		35	-	35	3	35	-
Total		51	-	51	10	51	-
Other Contracts							
	See note below						
Capital Outlay Support		16	-	16	14	15	(1)
Capital Outlay Construction		19	-	19	15	18	(1)
Capital Outlay Right-of-Way		10	-	10	10	10	-
Total		45	-	45	39	43	(2)
Subtotal Capital Outlay Support		124	-	124	113	125	1
Subtotal Capital Outlay Construction		381	-	381	341	383	2
Subtotal Capital Outlay Right-of-Way		10	-	10	10	10	-
Project Reserves		12	-	12	-	9	(3)
Total Carquinez Bridge Replacement Project		528	-	528	463	528	-

Notes:

Other Contracts includes EA's 01302_, 01303_, 01304_, 01306_, 01307_, 01308_, 0130A_, 0130C_, 0130D_, 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way

Appendix D: Regional Measure 1 Program Cost Detail (\$Millions) (Cont.)

Project	EA Number	June 2005 Budget	Approved Changes	Current Budget	Actual Cost To Date (08/2005)	Estimate at Completion	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation							
	See note ¹ below						
Capital Outlay Support		11	-	11	10	11	-
Capital Outlay Construction		91	-	91	101	91	-
Project Reserves		-	-	-	-	-	-
Total		102	-	102	111	102	-
Richmond-San Rafael Bridge Deck Overlay Rehabilitation							
	0415U_						
Capital Outlay Support		8	-	8	1	8	-
Capital Outlay Construction		17	-	17	-	21	4
Project Reserves		0	-	0	-	0	(0)
Total		25	-	25	1	29	4
Richmond Parkway Project (RM 1 Share Only)							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		6	-	6	4	6	-
Total		6	-	6	4	6	-
San Mateo-Hayward Bridge Widening							
	See note ² below						
Capital Outlay Support		35	-	35	34	35	(0)
Capital Outlay Construction		180	-	180	174	176	(4)
Capital Outlay Right-of-Way		2	-	2	1	1	(1)
Project Reserves		1	-	1	-	1	(1)
Total		218	-	218	209	212	(6)
I-880/SR-92 Interchange Reconstruction							
	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		29	-	29	24	43	14
Capital Outlay Construction		95	-	95	-	119	24
Capital Outlay Right-of-Way		10	-	10	7	13	3
Project Reserves		0	-	0	-	12	12
Total		134	-	134	31	187	54
Bayfront Expressway Widening							
	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		9	-	9	8	8	(0)
Capital Outlay Construction		26	-	26	25	26	-
Project Reserves		0	-	0	0	0	-
Total		35	-	35	33	35	(0)
US 101/University Avenue Interchange Modification							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		4	-	4	4	4	-
Total		4	-	4	4	4	-
Subtotal Capital Outlay Support		383	-	383	326	414	31
Subtotal Capital Outlay Construction		1,702	-	1,702	1,337	1,824	122
Subtotal Capital Outlay Right-of-Way		42	-	42	29	44	2
Total Project Reserves		27	-	27	0	78	51
Total RM1 Program		2,154	-	2,154	1,692	2,360	206

Notes:

¹ Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

² San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Appendix E: Regional Measure 1 Program Summary Schedule



The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site work that contribute to these reports, as well as the report preparation and production, is \$1,574,873.



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Memorandum

TO: TBPOC

DATE: October 21, 2005

RE: Regional Measure 1 (RM 1) and Toll Bridge Seismic Program Monthly Progress Report

Attached is the draft October 2005 Toll Bridge Program Monthly Progress Report for your review and approval. The draft report will be revised to reflect TBPOC comments prior to the mailing of the report to the Authority on Friday, October 28, 2005.

Earlier drafts of this report have been forwarded to Caltrans and CTC staffs for review and comment. The report is still pending expenditure figures through September 2005 that will be updated next week.

Please forward comments and edits to Peter Lee at plee@mtc.ca.gov or by phone at 510.817.5716.



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Memorandum

TO: Toll Bridge Program Oversight Committee

DATE: 10/21/05

FR: Rod McMillan

RE: Second Draft of Seismic Retrofit 3rd Quarter Report

Please find attached the second draft of the Toll Bridge Seismic Retrofit Program (TBSRP) 3rd Quarter Report (Quarter ending September 30, 2005). The report has been revised based on the comments from the TBPOC members. Also, the report has been revised to include expenditure data through September 2005. A few areas of the report have been highlighted (in yellow) for the Committee to pay particular attention to ensure that the data and information is appropriately stated.

Pursuant to AB 144, the report is to be submitted by the TBPOC to the Legislature and CTC 45 days after the close of each quarter. As such, the 2005 3rd Quarter Report is due no later than November 14, 2005. As the TBPOC has discussed, the schedule for review and submission of the 3rd Quarter Report and subsequent quarterly reports is generally, as follows:

	Days After Close of Each Quarter	3 rd Quarter Report Review Dates
Initial Draft to TBPOC and State Agencies	10	10/10/05
TBPOC Submits Initial Comments	17	10/17/05
TBPOC Meeting		10/28/05
State Agencies Submit Comments	31	10/31/05
TBPOC Final Review and Comments	35	11/4/05
TBPOC Submits Report to Legislature and CTC	45	11/14/05

Based on additional comments received from the TBPOC, revisions will be made for a final draft of the report.

DEPARTMENT OF TRANSPORTATION

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: Hinge Pipe Beams Update

Dear Committee Members:

The Department plans to present an update on hinge pipe beams. Background information is provided in the attached fact sheet. Alternatives will be presented at the TBPOC meeting on October 28, 2005.

JANET ADAMS
SFOBB Project Manager

DEPARTMENT OF TRANSPORTATION

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: SFOBB East Span, Skyway Contract - Request Contract Change Order (CCO)
No. 90 Approval**

Dear Committee Members:

The Department is requesting approval of CCO No. 90 Supplement 2 in the amount of \$247,684.00. The cumulative total for this change order, including Supplement 2, is \$2,483,142.00. This change order mitigates the delay in fabricating Bike Path (Contract Item No. 72) that was due to the Engineer's direction to stop work and revise the bike path contract plans.

The current financial allotment for this contract has funds to provide for this change.

The change order has been discussed with BATA/ BMAC and CTC staff and they concur with the change.

BOB FINNEY
Deputy District Director
Construction

Attachment (Fact Sheet)

DEPARTMENT OF TRANSPORTATION

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Fact Sheet for: CCO 90 S 2, SFOBB-Skyway project, Contract No. 04-012024:

This CCO is for:

This CCO mitigates delays to the fabrication of the Bike Path, Contract Item No. 72, which occurred as a consequence of the Engineer's direction to stop work and redesign of the Bike Path Contract Plans.

The Reason:

State Letter 3192, dated December 11, 2003, was issued suspending the Bike Path fabrication due to insufficient fabrication and construction tolerances that would not facilitate proper fit with the bridge superstructure. Subsequently, revisions were made to the Contractor's revised shop drawings based on the revised contract plans. This change order mitigates the delay due to the work stoppage, scrapping and refabricating the Bike Path tubs built prior to the Engineer's direction to stop work, and preventing the Bike Path delivery schedule from becoming a controlling operation.

Payment:

CCO 90 Supplement 2 will be paid as Agreed Lump Sum amount of \$247,684.00.

The general Descriptions and the amount of the Supplemental CCO's are as follows:

CCO 90 S 0 – Bike Path Tolerance (scrap materials and shop plans) \$565,291.00
CCO 90 S 1 - Bike Path Tolerance (extended equipment and materials) \$1,670,167.00
CCO 90 S 2 – Bike Path Fabrication (Delay Mitigation) – \$247,684.00

DEPARTMENT OF TRANSPORTATION

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: SFOBB East Span Skyway Contract Request for Contract Change Order (CCO)
No. 107 Approval**

Dear Committee Members:

The Department is requesting approval of CCO No. 107 Supplement 3 in the amount of \$4,748,834.00. This is a supplement change order and the cumulative total for this change order is \$16,611,531.00. This CCO will close the extended equipment, labor and escalation costs as results of working drawing delays to Cantilever E12E.

CCO Nos. 107 and 107 Supplement 1 were issued in the amount of \$10,192,000.00 to resolve time and time related overhead (TRO) cost associated with working drawing delays for the Cantilever E12E, precast segments 1, 7, 8, and 9. CCO No. 107 Supplemental No. 2 was issued for extended equipment costs as a result of these delays, and was issued unilaterally for the amount of \$1,670,697.00 due to disagreement with the contractor for the amount. This issue was taken to the Dispute Review Board (DRB), and they subsequently gave findings and recommendations that were used to resolve the dispute. Following DRB's recommendation, the state has prepared CCO No. 107 Supplement No. 3 and the contractor agreed with the cost and the content of the CCO.

The current financial allotment for this contract has funds to provide for this change.

The change order has been discussed with BATA/ BMAC and CTC staff and they concur with the change.

BOB FINNEY
Deputy District Director
Construction

Attachment (Fact Sheet)

DEPARTMENT OF TRANSPORTATION

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Fact Sheet for: CCO 107 S 3, SFOBB-Skyway project, Contract No. 04-012024

This CCO is for:

The CCO is needed to compensate the contractor for extended equipment and labor costs associated with the working drawing delays for Cantilever E12E, precast segments 1, 7, 8, and 9.

The reason:

Due to the drawing delays, the Contractor submitted Time Impact Analysis (TIAs 3, 4, 5 and 6) requested for 49 days of project delay time. CCO 107 S 0 and CCO 107 S 1 extended time and paid TRO in the amount of \$10,192,000.00. The delay in the Stockton precast yard also impacted and extended equipment usage in Oakland. CCO 107 S 2 pays for the extended equipment costs due to the delay. CCO 107 S 2 was unilaterally executed in the amount of \$1,670,697.00. The Contractor protested CCO 107 S 2, and it was subsequently taken to DRB for resolution. The quantum of CCO 107 S 3 was derived by using the recommendations and findings of the DRB, which were agreed to by the contractor.

Payment:

CCO 107 S 3 was paid as Adjustment of Compensation at Lump Sum amount of \$4,748,834.00.

The general Descriptions and the amount of the Supplemental CCOs:

CCO 107 S 0 – Resolution of TIA# 3 (\$3,744,000.00)
CCO 107 S 1 – Resolution of TIA# 4-6 (\$6,448,000.00)
CCO 107 S 2 – Additional Delay Compensation (\$1,670,697.00)
CCO 107 S 3 – Additional Delay Compensation TRO+ (\$4,748,834.00)

DEPARTMENT OF TRANSPORTATION

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: SFOBB East Span SAS Foundations (E2/T1) Status of Restart and Negotiations

Dear Committee Members:

Current Status (as of October 21, 2005):

Direction to restart the project was given to the Contractor on July 29, 2005. Negotiations are underway to resolve cost and schedule issues for moving forward on the project. Eight meetings have been held with the contractor through October 18, 2005 regarding this issue.

A preliminary schedule was received from the contractor on August 29, 2005 showing a late completion into the second half of 2008. This proposed date was later than that provided in the currently advertised SAS contract and, if accepted by the Department, could result in significant delays to the SFOBB East Span corridor. The Department directed the Contractor to provide a revised schedule with a completion date no later than March 31, 2008. The contractor is terminating the T1 footing box fabricator, Universal Structures, Inc. (USI,) and moving the work to Kiewit Off Shore (KOS) at a cost increase to the project.

The Contractor's cost proposal was received September 23, 2005 and is currently being reviewed by both the Department and BATA. In this cost proposal, the contractor is requesting \$61 million in direct costs, \$6 million in lost efficiency, and \$37 million in risk allocation for a total of \$104 million. BATA and CTC staffs have been present during negotiations and discussions with the Contractor.

Next Steps:

A CCO to resolve the cost and schedule issues is being drafted. The goal is to substantially resolve cost and time issues by the end of October with a CCO to be approved and issued by mid November. It is intended that the restart CCO lock in an end date of 3/31/08 to be consistent with the SAS contract. It is currently expected that the cost will stay within the previously estimated \$86 million. The Department will be seeking to have incentives for early completion, similar to the original contract structure. (Currently 250 calendar days at \$20 thousand per day capped at \$5million) This incentive would achieve an earlier completion date than the 3/31/08 to provide risk mitigation for E2/T1 delays affecting the SAS contract.

In order to achieve the rapid agreement on a CCO, there will be a few items left out for later resolution. The largest of these is the final settlement of cost to terminate the fabricator USI. This issue will likely be

October 21, 2005

Page 2

settled in the range of \$5 million to \$15 million, but will take time to resolve. It can be deferred as it does not affect the restart of work on the project. This cost is included in the estimated cost of \$86 million.

BOB FINNEY
Deputy District Director
Construction

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: SFOBB South/South Detour Contract Options

Dear Committee Members:

The Department plans to present the following bridge traffic options at the TBPOC meeting on October 28, 2005:

1. Advance the south/south detour
2. Change to SFOBB shut down and direct construction
3. Change to two-way traffic staging
4. Change to Re-align YBI trusses

JANET ADAMS
SFOBB Project Manager

ADDENDUM # 3

04-0120F4
SAS Re-Advertisement

Addendum Item #	Change Request #	DESCRIPTION	SPECIFIC DESCRIPTION	B.I. #	TYPE OF CHANGE		
					PLANS	SPECS	OTHER
1	12	Tower fender: incorporate construction comments	Plan Sheets 990, 991, 993, 1003-1005		✓		
2	17	Traveler Linear Actuators: confirm connection dimensions of traveler/update alternative supplier info	Plan Sheet 1138, SP 10-1.63 TRAVELER SCAFFOLDS, Section "TRAVELER SCAFFOLD MECHANICAL," Subsection "Products", Item S. Actuator Drive Air Motors		✓	✓	
3	50	Add Marine Pile Driving Energy Attenuator (bubble curtain) requirement to the temporary towers for piles >2.5m	1) Section 10-1.41 "Temporary Towers" to reference bubble curtain and 2) section 10-1.405 "Marine Pile Driving Energy Attenuator" to reference temporary towers			✓	
4	55	Add note in plans about bikepath connection	Plan sheet 830	121	✓		
5	62	Clarify whether fabrication attachments are allowed on the box girders	Section 10-1.59 "STEEL STRUCTURES", subsection "ERECTION PLAN", last paragraph, first sentence.	70, 9		✓	
6	64	Relax footbridge requirements vis-à-vis storm system	Section 10-1.60, "CABLE SYSTEM" and plan sheet 972	75	✓	✓	
7	65	Modify spec section 10-1.59 "STEEL STRUCTURES" to accept certification standard of AISC or ISO 9001:2000	Section 10-1.59 "STEEL STRUCTURES", 2nd paragraph, add a sentence	47		✓	
8	69	Confirm that temporary holes are allowed for passage of strands, rods or cables through the crossbeam and box girders	Section 10-1.59 "STEEL STRUCTURES", subsection "ASSEMBLY", subsection "Box Girder": add 6 notes on jacking requirements	79		✓	
9	72	Plan sheet changes to E-189 and E-207 related to the light pipe		128	✓		
10	74	Modify plan sheet 954 to clarify number of crossbeam outrigger holes and locations	Plan sheet 954	129	✓		
11	75	Modify plan sheet 980 to indicate 1) stressing sequence of the cam beam transverse tendons and 2) shoring can be removed after stressing the Hinge K beam PT rods in order to be able to install the vertical tendons.	Plan sheet 980: 1) detail the stressing sequence of Pier W2 cap beam and 2) move step 4.1 to between steps 3.5 and 3.6.	117, 116	✓		
12	76	Modify plan sheets to state that the blackout at the bottom of the cap beam for the dead end of the PT bars is optional.	Plan sheets 471, 508, and 509	115	✓		
13	77	Component testing details on plans: change coefficient of friction from 0.05 to 0.07	Plan sheets 1162, 1163, 1164, 1165, 1166	93	✓		
14	78	Disallow blasting for rock excavation for temporary towers	Section 10-1.41 "TEMPORARY TOWERS," subsection "TEMPORARY TOWER FOUNDATIONS"???	124		✓	
15	79	Specify the edition (year and version) and exact title of each code that is referenced for the temporary tower design	Section 10-1.41 "TEMPORARY TOWERS", subsection "TEMPORARY TOWER DESIGN", table in fifth paragraph	55		✓	
16	80	Temporary tower design: regarding allowable stress in the box girder, make spec consistent with AISC	Section 10-1.41 "TEMPORARY TOWERS," subsection "TEMPORARY TOWER DESIGN", paragraph 9 revision	94		✓	
17	81	Clarify which code applies to which temporary tower design requirement	Section 10-1.41 "TEMPORARY TOWERS", subsection "TEMPORARY TOWER DESIGN"	56		✓	

ADDENDUM # 3

04-0120F4
SAS Re-Advertisement

Addendum Item #	Change Request #	DESCRIPTION	SPECIFIC DESCRIPTION	B.I. #	TYPE OF CHANGE		
					PLANS	SPECS	OTHER
18	82	Delete reference to storage of spare shear keys since no spares are required	Section 10-1.50 "SHEAR KEY (PIER E2)", subsection "SHEAR KEY STORAGE" is deleted.	120		✓	
19	83	Confirm acceptability for shop drawings to be supplied without the indication of anchor holes in order to start fabrication	Section 10-1.59 "STEEL STRUCTURES", subsection "TEMPLATE"	138		✓	
20	84	Confirm acceptability to substitute the spherical bushing with steel in the tower section mock-up	Section 10-1.59 "STEEL STRUCTURES", subsection "FABRICATION", subsection "Fabrication/Erection Procedure and Mock-Ups"	146		✓	
21	85	Allow steel equivalent to ASTM Grade 345 and HSP485W for the steel mock-ups	Section 10-1.59 "STEEL STRUCTURES", subsection "FABRICATION", subsection "Fabrication/Erection Procedure and Mock-Ups"	144		✓	
22	86	If two independent fabrication facilities are fabricating different portions of the tower, only one set of mock-ups will be required	Section 10-1.59 "STEEL STRUCTURES", subsection "FABRICATION", subsection "Fabrication/Erection Procedure and Mock-Ups"	137		✓	
23	87	Contractor may choose to field-drill the holes for the tower shear link connections rather than trial-assemble them	Section 10-1.59 "STEEL STRUCTURES", subsection "ASSEMBLY", subsection "Tower"	143		✓	
24	88	Field boring of pin holes in the tower assembly is acceptable	Section 10-1.59 "STEEL STRUCTURES", subsection "ASSEMBLY", subsection "Tower"	141		✓	
25	89	Confirm acceptability to pre-assemble the girder segments on the condition that each segment is supported at multiple points	Section 10-1.59 "STEEL STRUCTURES", subsection "ASSEMBLY", subsection "Box Girder", last sentence of the second paragraph	148		✓	
26	90	PPWS gauge wire may be separate and uncolored	Section 10-1.60 "CABLE SYSTEM", subsection "MATERIALS AND FABRICATION", subsection "Shop Prefabricated Parallel Wire Strand (PWS)"	130		✓	
27	92	Specify that wrapping wire splicing method shall follow the manufacturer's (Nippon Steel) recommendation	Section 10-1.60 "CABLE SYSTEM", subsection "ERECTION", subsection "Wrapping of the Cable"	133		✓	
28	95	Clarify design settlement requirement of temporary towers	Section 10-1.41 "TEMPORARY TOWERS", subsection "TEMPORARY TOWER DESIGN", 10th paragraph: add the words "at the mud line for the governing design load combination".	58		✓	
29	96	Temporary tower seismic performance design calcs shall demonstrate that the demand-to-capacity ratio of the superstructure shall be less than 1.0 during construction	Section 10-1.41 "TEMPORARY TOWERS", subsection "TEMPORARY TOWER DESIGN", subsection "Seismic Design Loads", first paragraph is revised to indicate demand-to-capacity ratio of less than 1.0	59		✓	
30	97	Incorporate new pricing for epoxy AC	Section 10-1.40 "EPOXY ASPHALT CONCRETE SURFACING", subsection "SOLE SOURCE SUPPLIER": modify price per kilogram and escalation terms	127		✓	

ADDENDUM # 3

04-0120F4
SAS Re-Advertisement

Addendum Item #	Change Request #	DESCRIPTION	SPECIFIC DESCRIPTION	B.I. #	TYPE OF CHANGE		
					PLANS	SPECS	OTHER
31	100	Confirm that the Contractor is permitted to propose an alternative code for the design of the footbridge and storm system, subject to Cal-OSHA and other applicable minimum standards.	Section 10-1.60 "CABLE SYSTEM", subsection "ERECTION", subsection "PWS cables", first paragraph	74		✓	
32	101	Extend the time required for the document management system to be functioning. The current spec required it on the first day of the contract.	Section 10-1.20 "DOCUMENT MANAGEMENT SYSTEM", subsection "DELIVERY AND SETUP", 2nd paragraph	119		✓	
33	103	Plan sheet 750/1204: confirm that additional holes will be allowed in the lower flange plate of the suspender bracket for both the suspender rods and the jacking rods.		76	✓		
34	104	Add notice of additional contractors' outreach scheduled for Nov. 30	"NOTICE TO CONTRACTORS": add a 4th meeting			✓	
35	106	For the temporary tower design, define "service load criteria" to include Dead Load, Live Load, Wind, Wave, Current, Vessel Impact, and Seismic Loads. The ultimate limit state criteria will be satisfied by meeting the specified pushover criteria, which applies only to Seismic Loads.	Section 10-1.41 "TEMPORARY TOWERS," subsection "TEMPORARY TOWER DESIGN," subsection "Design Load Combinations for Load Factor Design	95		✓	
36	108	Consider allowing for welding of joints of the cable wire rod since the SAS wire is of higher-than-conventional strength.	Section 10-1.60 "CABLE SYSTEM", subsection "MATERIALS AND FABRICATION", subsection "Cable Wire"	131		✓	
37	109	If part A of the PPWS strength test demonstrates elongation of the strand with no sign of slippage, then the proposed pre-compression loading may be used as the socket proof test for the strand socket.	Section 10-1.60 "CABLE SYSTEM", subsection "MATERIALS AND FABRICATION", subsection "Shop Prefabricated Parallel Wire Strand (PWS)"	132		✓	
38	110	Confirm acceptability to joint two ribs in conformance with AWS D1.5 before attaching to the deck plate?	Section 10-1.59 "STEEL STRUCTURES", subsection "FABRICATION", subsection "Rib Plates".	139		✓	
39	111	Gross notch: James Duxbury said this change entails a spec change and also deleting a portion of the Materials Handout	Section XXX and Materials Handout and Section 5-1.13 "PROJECT INFORMATION"...	149		✓	
40	112	Tower saddle: incorporate construction's comments	Plan Sheets 766, 767, 771, 779, 783, 788		✓		
41	113	Shear key and bearings: incorporate Caltran's comments	Plan Sheets 674, 675, 676, 679, 723, 885		✓		
42	115	Radiographic testing of tower	Plan Sheet 426			✓	
43	117	Some plan addenda from the original advertisement was mistakenly not incorporated into the re-advertisement plans. Also, when plan sheets were renumbered for the re-advertisement, the spec references to those plan sheets were not changed	Plan sheets 422, 434, 447-449, 481, 532, 535, 542, 543, 576, 578-581, 583, 584, 589-591, 601, 603, 909, 969-973, 990, 992, 993, 994, 995, 1001, 1002		✓	✓	
44	118	Suspension cable layout: incorporate CT construction comments	Sheet 740		✓		
45	119	Jacking saddle note (carryover from W2 concrete placement)	Sheet 730		✓		

ADDENDUM # 3

04-0120F4
SAS Re-Advertisement

Addendum Item #	Change Request #	DESCRIPTION	SPECIFIC DESCRIPTION	B.I. #	TYPE OF CHANGE		
					PLANS	SPECS	OTHER
46	122	METS comment: change wording of specs w.r.t. the qualification requirements for non-standard weld joint details. This is a result of lessons learned during the fabrication of the foundations for the E2/T1 contract.	Section 8-3.01 "WELDING", subsection "GENERAL"			✓	
47	123	METS comment: change wording of specs to allow for airless spraying on the outside of the shell plate of the deck and outside flat surfaces of the tower. This is a result of lessons learned on numerous toll bridge projects.	Section 10-1.69 "CLEAN AND PAINT STRUCTURAL STEEL", subsection "APPLICATION"			✓	
48	124	METS comment: spec change to facilitate dimensional verification of large steel fabrication. METS will now require the contractor to submit proposed verification procedures.	Section 10-1.59 "STEEL STRUCTURES", subsection "FABRICATION"			✓	
49	125	METS comment: spec change to allow the contractor to perform limited heat straightening repairs when weld distortion is not excessive.	Section 8-3.01 "WELDING", subsection "WELDING QUALITY CONTROL", subsection "QC Procedures"			✓	
50	126	METS comment: spec change to reduce the amount of time it takes Caltrans to review and approve weld repairs.	1) Section 8-3.01 "WELDING", subsection "WELDING QUALITY CONTROL" and 2) Section 8-3.01 "WELDING", subsection "WELDING QUALITY CONTROL", subsection "QC Procedures"			✓	
51	127	METS comment: eliminate the requirement of performing ultrasonic testing (UT) for weld sizes up to 25 mm and for larger welds if the minimum weld size is increase by 5 mm.	Section 10-1.59 "STEEL STRUCTURES", subsection "INSPECTION AND TESTING": revise note 9 of the table.			✓	
52	129	Changes to indemnity clauses (triggered by Rob Koba's Pier 7 spec changes) as recommended by Legal	Section 5-1.39 "INSURANCE"			✓	
53	130	Bidders have requested access to Area FP (west of W2) until completion of Phase 1 work (W2 Capbeam) and access at all times to Torpedo Factory Rd. This change is to clarify the Area FP, Macala Rd. and Torpedo Factory Rd. access rights for the SAS contract	5-1.18 "AREAS FOR CONTRACTOR'S USE": replace section?	52, 126		✓	
54	B42	Map of Pier 7 property division, parking, access questions: add to Information Handout, and include pdf file in addendum	This affects: 1) Section 5-1.18, "AREAS FOR CONTRACTOR'S USE", 2) Information Handout map, 3) Info Handout list of contacts, 4) Section 5-1.13 "PROJECT INFORMATION"	42, 53		✓	Info Handout

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)

Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: Update for Information the Status of the Self-Anchored Suspension (SAS) Bridge Contract for the San Francisco-Oakland Bay Bridge East Span Replacement Project

Dear Committee Members:

The Department will update the TBPOC on the status of the SAS contract which was advertised on August 1, 2005.

As of October 21, 2005:

- Add. #1 issued 8/10/05 to revise teleconference #'s for technical outreach meetings.
- Add. #2 issued 9/29/05 to establish 1% DVBE Goal and 2% Small Business Goal; revise 5 plan sheets; revise specs for "Permits/Licenses," "Environmentally Sensitive Areas," "Concrete Cap Beam & Cross Beam," and "Steel Structures – Fabrication – Shop Size"; and provide additional Mat'l Info CD (revised BCDC Permit).
- 197 Inquiries. 95 unanswered.
- Q's re payment limits for MOH and mobilization.
- Q's re review time and determination of completeness for Working Dwg submittals.
- Q's re Temporary Tower Design.
- A fourth Contractor Outreach has been added at the request of the contractors. This outreach will be held November 30, 2005.

JANET ADAMS
SFOBB East Span Project Manager

Attachment (Plan holder list, as of October 14, 2005)

The Following is an updated list of contractors who have purchased packages for the SAS job (contract 04-0120F4) as of October 14, 2005.

B = Bid package

NB = Non-bid package (everything except the bid proposal submittal form and supplemental information handouts)

1.	Traylor Pacific	B	
2.	American Bridge		NB
3.	Koch Skanska	B	NB
4.	Koch Skanska Inc / Tutor Koch Tidewater - Jt Venture		NB
5.	Nesco/xkt Engineering		NB
6.	Dutra Construction	B	
7.	Rigging International		NB
8.	Kiewit Pacific Co	B	NB
9.	American Bridge Company	B	
10.	Fontana Steel Company		NB
11.	Contractors Chemical Inc		NB
12.	China Railway Turnout Bridge Inc	B	NB
13.	Mitsubishi International Corp		NB
14.	Lee and Seto Construction	B	
15.	FCI Constructors	B	NB
16.	Seismic Energy Products		NB
17.	Fluor Enterprises Inc	B	NB
18.	King Fabrication	B	
19.	Bay Area Reinforcing		NB
20.	Beador Construction Company Inc		NB
21.	B A Griffin Associates		NB
22.	Drill Tech Drilling & Shoring Inc	B	
23.	Thompson Metal Fabricators	B	NB
24.	Ulmer Industries		NB
25.	FD Thomas Inc	B	
26.	MCM Construction Inc	B	
27.	Flatiron Structure	B	
28.	Kiewit Pacific Company	B	NB
29.	Techstar Inc		NB
30.	IHI California Inc		NB
31.	China Road & Bridge Corporation	B	NB

32.	Abbas Group		NB
33.	Jeffco Painting & Coating Inc	B	NB
34.	Transbay Steel		NB
35.	Monterey Mechanical Company		NB
36.	Universal Structural Inc		NB
37.	Eaton Metal Production Company		NB
38.	Harris Salinas Rebar Inc		NB
39.	Tom Brown		NB
40.	Dywidag Systems International		NB
41.	Kustum Steel Fabricators		NB
42.	Inspection Services Inc		NB
43.	Freyssinet L.1.c		NB
44.	Foundation Constructors Inc		NB
45.	Valentine Corporation	B	
46.	Certified Coatings	B	NB
47.	Oregon Iron Works Inc	B	
48.	Mitchell Engineering	B	
49.	Clodfelter Bridge and Structures		NB
50.	Bleyco Inc		NB
51.	Manson Construction	B	
52.	West Bay Builders	B	
53.	Rosendin Electric Inc		NB
54.	Helix Electric		NB
55.	China National Overseas Engineering Corp.	B	
56.	Jensen Drilling		NB
57.	Lawrence Ford/garovibridge Jv		NB
58.	R & B Protective Coatings	B	
59.	Techstar Inc		NB
60.	China Road and bridge Corp		NB
61.	Techstar		NB
62.	Certified Coatings	B	NB
63.	C & K Johnson Industries		NB
64.	McCain Traffic Supply		NB
65.	Steiny & Company	B	
66.	Regional Steel Corp	B	
67.	Lubron Bearing Systems		NB

68.	HSQ Technology	B	
69.	FW Spencer & Son		NB
70.	Oracle Communications		NB
71.	Kiewit Offshore Services	B	
72.	Yerba Buena Engineering		NB
73.	D S Brown		NB
74.	Klohn Crippen Consultants LTD	B	
75.	Ammann & Whitney	B	
76.	JMD Consulting LLC		NB
77.	Truesdell Corp		NB
78.	Manson Const		NB



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Memorandum

TO: Toll Bridge Program Oversight Committee

DATE: October 21, 2005

FR: Rod McMillan

RE: Draft Budget Revision and Funding Plan for the Benicia-Martinez Bridge New Span Project

Background

In April 2005, BATA staff presented to the BATA Oversight Committee a forecasted budget increase of \$133 million for the Benicia-Martinez Bridge New Span project and a proposed approach for the funding of the budget increase. The forecast increased the budget for the project from \$1.060 billion to an estimated \$1.193 billion. The cost increases resulted from a number of construction issues on the main span and interchanges, for increase Caltrans' support costs, and for a higher Project Contingency, which included fund for the issues that were emerging in regards to temperature control on the main span.

In April 2005, the Authority approved an allocation of \$37 million for the main span portion of the project. Since April 2005, the Authority has allocated an additional \$16.7 in RM 1 funds for capital support purposes, which included a fund swap between the seismic retrofit program and the RM 1 program and \$20 million in RM 1 funds for capital outlay purposes.

Revised Budget Forecast

Based on a budget review and negotiations with its contractor on project issues, such as the process for resolving the temperature control issues on the main span contract, Caltrans has recently revised its budget estimates for the project. Table 1 shows BATA's current adopted budget, the forecasted budget in April 2005 and Caltrans' most recent budget estimate for the project. As shown in the Table, the revised estimate of \$1.251 billion is \$191 million more than the current adopted budget and \$58 million more than the budget estimates in April 2005.

Table 1
Benicia-Martinez Bridge Forecasted Budget (10/2005)

	Current Adopted Budget (4/2005)	Forecasted Budget (4/2005)	\$ Diff. From Current Budget	Revised Forecasted Budget (10/2005)	\$ Diff. From Current Budget	\$ Diff. from Apr-05 Forecast
Main Span	672	696	24	784	112	88
Toll Plaza	24	25	1	26	2	1
I-680/Marina Vista Interchange	52	55	3	55	3	0
I-680/I-780 Interchange	76	92	16	92	16	0
South Approach	7	7		7	0	0
Mitigation, Modify Old Bridge, Other	31	34	13	41	10	7
Right-of-Way	20	20	13	20	0	0
Subtotal	882	929	47	1025	143	96
						0
Contingency	21	86	65	56	35	-30
						0
Support	157	178	21	170	13	-8
						0
						0
Total	1060	1193	133	1251	191	58

As mentioned above, the current forecasted cost for the project is \$58 million more than the budget estimate in April 2005, for the following reasons:

Main Span Contract: The main span contract is projected to be \$88 million more than the April 2005 estimate, which includes \$53 million for resolution of the heat of hydration issues, \$28 million to replenish contract contingency for the contract, and \$7 million for other change orders and material escalation. The April 2005 forecast included funds in the Program Contingency for the heat of hydration issues.

Toll Plaza Contract: The toll plaza contract is projected to increase by \$1.0 million for the procurement of changeable message signs at the toll lanes, rather than static signs.

Mitigation & Modify Existing Bridge: The cost estimate for the modification of the existing bridge and approaches is projected to increase by \$7 million from the April 2005 forecast due to escalation of materials. The work for the required modifications to the existing bridge and approaches has not begun design. The revised estimates update the initial cost estimates that were made for the project.

Project Contingency: As stated above, the April 2005 forecasted Program Contingency of \$86 million included a funding estimate for the heat of hydration issue in the contingency since the issue had not been fully investigated and estimated at that time.

For the current forecast, the cost estimate for resolving the heat of hydration issue is included in the budget for the main span. The estimated Project Contingency in the current forecast of \$56 million is based on Caltrans' recent risk management analysis for the project.

Support Costs: Caltrans has re-evaluated its support cost estimates, resulting in an \$8.0 million reduction in support costs from the April 2005 estimates. The total support cost estimate of \$170 million funds Caltrans support efforts through December 2007, the expected completion date of the project.

Project Funding

In April 2005, BATA staff discussed with the BATA Oversight Committee a funding approach to fund the increased for the project. A significant element of that funding approach was that the RM 1 finance plan has reached its capacity to fund further cost increases without affecting the funding of other projects in the RM 1 program. Therefore, the proposed funding approach for the project at that time included shifting some responsibility for the funding of Caltrans' support costs and bridge rehabilitation costs to Caltrans. In accordance with this approach, prior to the passage of AB 144, Caltrans committed \$16.9 million to the Benicia-Martinez Bridge project support costs in the form of a fund swap between the seismic program and RM 1 program. Also, the Authority de-funded approximately \$50 million in projects from the Toll Bridge Rehabilitation Program to make funds available for the Benicia-Bridge New Span project.

With the passage of Assembly Bill 144 in July 2005, the funding capacity of the toll bridge program (RM 1, RM 2 and Seismic Retrofit programs) has been increased and financial management for the entire program has been assumed by BATA. In recognition that BATA has funding responsibilities for the program and that at this time the state is not likely to contribute additional funds beyond those specified in law to the toll bridge program, we have developed a revised funding plan that funds a total budget of \$1.251 billion for the project, which includes a \$56 million Program Contingency. The fund sources and parameters of the proposed plan are as follows:

1. Increase the RM 1 toll funds for the project by \$135 million to \$1.134 billion, which includes funding from the de-funded projects from the BATA Rehabilitation Plan, as discussed above. The total fund contribution of \$1.134 billion in RM 1 funds for the program is consistent with BATA RM 1 finance plan and does not impact the funding of other projects as currently budgeted.
2. Program fund capacity from AB 144 to the project in the total amount of \$62 million, which includes the \$16.9 million in seismic retrofit program funds that Caltrans had committed to the Benicia-Martinez project through a fund swap, as discussed above. The BATA finance plan, adopted by the Authority in September 2005, funds a total program (RM 1, RM 2 and Seismic Retrofit programs) of \$8.400 billion. The additional funds from AB 144 proposed for the Benicia-Martinez Bridge would reduce the capacity of the overall finance plan by \$62 million. However, as shown below, the reduced capacity will be offset by the estimated \$106 million cost savings from the recently completed Richmond-San Rafael Bridge Seismic Retrofit project. As a result, the overall funding plan for the seismic retrofit program would not be affected.

3. Limit the funding for Caltrans support costs to a total of \$170 million. Any costs for support above the \$170 million budget would need to be funded by non-toll funds.

Table 2 shows the proposed funding plan for the project, as described above.

Table 2
Benicia-Martinez Bridge Revised Budget Proposed Funding Plan

	Revised Budget (10/05)	RM 1 Tolls	AB 144 Tolls	Other State	Total Revenues
Main Span	784	720	54	10	784
Toll Plaza	26	26			26
I-680/Marina Vista Interchange	55	55			55
I-680/I-780 Interchange	92	71		21	92
South Approach	7	7			7
Modify Existing Bridge & Approach	28	21	7		28
Other Budgeted Capital	13	12	1		13
Right-of-Way	20	20			20
Subtotal	1025	932	62	31	1025
Contingency	56	56			56
Support	170	146	17	7	170
Added Support funds required					0
Total	1251	1134	79	38	1251
Added Funding Requirements		135	62	-6	191
AB 144 Tolls includes \$16.6 million from seismic fund swap with Richmond-San Rafael Bridge Deck project.					
RM 1 Funding includes \$50 million for de-funded Rehabilitation projects.					

DEPARTMENT OF TRANSPORTATION

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: Contract 04-006034 Benicia-Martinez, Main Span – Contract Change Order
(CCO) No. 109.4**

Dear Committee Members:

The Department is requesting approval to execute contract change order 109.4 Pile Anomaly Repair.

Contract change order 109 was approved on 7/16/2004. It compensates the contractor for pile anomaly repairs. Supplement 4 of this change order provides compensation to the contractor in the amount of \$800,100 and closes out this change order for a total of \$12,500,100. This supplement will be funded through the contract contingency.

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Fact Sheet)

DEPARTMENT OF TRANSPORTATION

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Fact Sheet for:**CCO # 109 Pile Remediation (Anomaly Repair)
CCO # 110 Construction Joint Preparation**

1. Hard Driving of the permanent steel casings
2. Collapsing of rock socket shafts
3. Value Engineering Seminar proposed usage of Rotator Method
4. This is a new method that never been used in a marine application in the US. Because of this, work became change the character of work.
5. Because of limited knowledge the work could not be properly priced and became a force account CCO.
6. Due to that the contract items were deleted.
7. Due to a new method the construction joint was mandatory set 20-35m deeper than the contractor has planed, which made it harder to work on the CJ preparation as well as control the quality of the work.

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)

Will Kempton, Caltrans Director, Chairman

Steve Heminger, BATA Executive Director

Diane C. Eidam, CTC Executive Director

Subject: Contract 04-006034 Benicia-Martinez, Main Span – Contract Change Order (CCO) No. 110.5

Dear Committee Members:

The Department is requesting approval to execute contract change order 110.5 Pile Construction Joint Preparation.

Contract change order 110 was approved on 7/16/2004. It compensates the contractor for pile construction joint preparation. Supplement 5 of this change order provides compensation to the contractor in the amount of \$1,200,000 and closes out this change order for a total of \$23,700,000. This supplement will be funded through the contract contingency.

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Fact Sheet)

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Fact Sheet for:**CCO # 109 Pile Remediation (Anomaly Repair)****CCO # 110 Construction Joint Preparation**

1. Hard Driving of the permanent steel casings
2. Collapsing of rock socket shafts
3. Value Engineering Seminar proposed usage of Rotator Method
4. This is a new method that never been used in a marine application in the US. Because of this, work became change the character of work.
5. Because of limited knowledge the work could not be properly priced and became a force account CCO.
6. Due to that the contract items were deleted.
7. Due to a new method the construction joint was mandatory set 20-35m deeper than the contractor has planed, which made it harder to work on the CJ preparation as well as control the quality of the work.

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: Contract 04-006034 Benicia-Martinez, Main Span – Request Contract Change
Order (CCO) No. 133.1 Approval**

Dear Committee Members:

The Department is requesting approval to execute contract change order 133.1 Heat of Hydration.

Contract change order 133.1, Heat of Hydration, provides compensation to the contractor for implementation of a thermal control plan in order to maintain concrete temperatures below 160 Fahrenheit degrees. The contractor has developed a Thermal Control Plan that will achieve the necessary results. The agreed cost of this change is \$61,000,000 and adds 212 total days to the contract. The new completion date will be 12/30/07. For each day the project is completed earlier than the approved contract completion date the contractor will be paid an additional \$50,000 per day up to a maximum of 80 days for \$4,000,000.00 on a supplement to this change order.

The current financial allotment for this contract has funds to provide for this change.

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Fact Sheet)

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Fact Sheet for: CCO # 133 Heat of Hydration

1. Originally specification for lightweight concrete was not realistic. In addition to the typical compressive strength requirements and density requirements for lightweight concrete, there were requirements for tensile strength, modulus of elasticity, creep, and shrinkage.
2. KPC performed about 40 trial batches and couldn't get an acceptable mix design.
3. Nobody created an acceptable mix design prior to construction (pre-bid).
4. Caltrans and the Design JV had several suggestions for how to get an acceptable mix design. With CT involvement, KPC performed about 40 more trial batches. Initial trial batches attempting to meet the original specification did not work, so the specification was modified (higher density, mechanical properties reduced). Only one mix design met all of the relaxed requirements.
5. Mix design LW-9 has less than the maximum permitted cementitious material content. This mix design has lower levels of cementitious materials than most of the mix designs trial batched. It also includes a small amount of fly ash, which is a low heat material.
6. The single acceptable mix design and the revised specification were developed prior to April 19, 2004, CCO #114. The global settlement CCO included this mix design because it was the only mix design that worked. The global settlement CCO was silent on thermal issues with this mix design because this was not anticipated to be a problem.
7. Production started with the first segment cast 12/31/05. Temperatures seen in the mass concrete soffit were higher than expected. Later segments cast in January and February had mass concrete temperatures that were high, especially considering the cool winter weather.
8. As the months passed with increasing air temperatures and more refined thermal monitoring, more and more elements were discovered as having thermal problems. Thermal control expanded from the soffit to include the stems, PT blisters, the stem haunch at the top, and the deck.
9. The contract contemplates only soffit for the first two segments on each cantilever to be monitor for thermal issues and mitigation measures.
10. As more problem locations were encountered, thermal control measures were expanded to include embedded cooling pipes in more locations than were anticipated, altering spacing of embedded cooling pipes to fit the various different elements, removal of insulation from forms and surfaces, ice replacement of batch water, and liquid nitrogen injection into loads.

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: Contract 04-006054 Benicia-Martinez, Marina Vista – Contract Change Order
(CCO) Nos. 25 Supplements 6 through 10**

Dear Committee Members:

The Department is requesting approval to execute contract change orders 25 supplements 6 through 10 Contaminated Soil.

Contract change order 25 was approved on 10/29/2003. It compensates the contractor for working in and removing contaminated soils. Supplements of this change order provide compensation to the contractor for various locations on the project and time impacts. Currently \$3,989,454.98 is approved and in the system. This request is for \$2,400,000 to pay for Supplements 6 through 10. These supplements will be funded through the contract contingency.

Name	Value (\$)	Description
CCO 25 Supp 6	1,049,500	Onramp Bridge
CCO 25 Supp 7	300,500	May Shut-Down
CCO 25 Supp 8	250,000	Bent 4 Delay
CCO 25 Supp 9	400,000	Mococo Approach Piles
CCO 25 Supp 10	400,000	TRO
Total: \$2,400,000		

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Fact Sheet)

TOLL BRIDGE PROGRAM
CONSTRUCTION FIELD OFFICE
 4585 Pacheco Blvd., Suite 200
 Martinez, CA 94553
 Ph. (925) 957-2000
 Fax (925) 957-2112



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Fact Sheet for: CCO 25 – Contaminated Materials – Structural

- In May 2002, contaminated soil was encountered while drilling for the Mococo Overhead Bridge piles.
- The contract does not have an item for contaminated soil, though there is an item for Hazardous soil. It is the industry standard to provide a contractual item for contaminated soil.
- The discovery of the contaminated material substantially changed the nature of the work to the extent that it is impractical to adjust the item compensation.
- The quantities of the affected items were decreased appropriately.
- The original Change Order I&A provided approval to proceed with the work and the supplements provide compensation for quantifiable portions of the work (and time extensions) that are submitted by the Contractor in Force Account form and substantiated by the Department. Payment is made in the form of Lump Sums following the analysis of the force account submittals.
- Time extensions are verified via CPM TIA's and paid at the contract TRO Item price.

Name	Value (\$)	Description	Status (ATP)
CCO 25 Supp 6	1,049,500	Onramp Bridge	Needed by 11-20-05
CCO 25 Supp 7	300,500	May Shut-Down	Needed by 11-20-05
CCO 25 Supp 8	250,000	Bent 4 Delay	Needed by 11-20-05
CCO 25 Supp 9	400,000	Mococo Approach Piles	Needed by 12-20-05
CCO 25 Supp 10	400,000	TRO	Needed by 12-20-05

Total: \$2,400,000

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: Contract 04-006054 Benicia-Martinez, Marina Vista – Contract Change Order
(CCO) Nos. 25 Supplements 6 through 10**

Dear Committee Members:

The Department is requesting approval to execute contract change orders 25 supplements 6 through 10 Contaminated Soil.

Contract change order 25 was approved on 10/29/2003. It compensates the contractor for working in and removing contaminated soils. Supplements of this change order provide compensation to the contractor for various locations on the project and time impacts. Currently \$3,989,454.98 is approved and in the system. This request is for \$2,400,000 to pay for Supplements 6 through 10. These supplements will be funded through the contract contingency.

Name	Value (\$)	Description
CCO 25 Supp 6	1,049,500	Onramp Bridge
CCO 25 Supp 7	300,500	May Shut-Down
CCO 25 Supp 8	250,000	Bent 4 Delay
CCO 25 Supp 9	400,000	Mococo Approach Piles
CCO 25 Supp 10	400,000	TRO
Total: \$2,400,000		

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Fact Sheet)

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: Contract 04-006054 Benicia-Martinez, Marina Vista – Contract Change Order
(CCO) No. 31 Supplement 8**

Dear Committee Members:

The Department is requesting approval to execute CCO No. 31 Supplement 8, Contaminated Water.

Contract change order 31 was approved on 10/07/2003. It compensates the contractor for additional water treatment. The contract specifies the type of water treatment to be used on this contract. The specified system was inadequate to handle the amount of contamination found on site. Currently \$2,332,775.08 is approved and in the system. This supplement provides compensation to the contractor in the amount of \$500,000. This will be funded through the contract contingency.

Name	Value \$)	Description	Status
CCO 31 Supp 8	500,000	Additional Water Treatment	I&A granted 10/4/05

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Facts Sheet)

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Fact Sheet for:- CCO 31 – Additional Water Treatment

- The contract prescribed Granulated Activated Carbon (GAC) as the method of treatment for the contaminated groundwater shown in the contract documents.
- Treated water from the Contractor's facility did not meet the discharge requirements in the Regional Water Quality Control Board's Discharge Permit because the contaminant levels in the influent were higher than those shown in the contract documents and because GAC was not the only method required to adequately treat the water.
- The Change Order and its Supplements provided direction and compensation for storing and trucking the contaminated groundwater, designing and building a new treatment facility, and pumping the surface water around the entire project site to minimize water entering the excavations.
- Negotiations with the Regional Water Quality Control Board resulted in the receipt of a "No Enforcement Letter" which indemnified the Department for future discharge violations provided that additional BMP's were employed. These BMP's and the "No Enforcement Letter" were incorporated into CCO by supplement.
- Time extensions are verified via CPM TIA's and paid at the contract TRO Item price.

Name	Value (\$)	Description	Status
CCO 31 Supp 8	500,000	Additional Water Treatment	I&A granted 10/4/05

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: Contract 04-006064 Benicia-Martinez, North Interchange – Contract Change
Order (CCO) No. 37.2**

Dear Committee Members:

The Department is requesting approval to execute contract change order 37.2 Differing Site Condition at Bent 14.

Contract change order 37 was approved on 12/15/2004. It compensates the contractor for extra work associated with the differing site condition at bent 14. Supplement 2 of this change order provides compensation to the contractor for compaction grouting outside the pile. Currently \$1,133,152.85 is approved and in the system. This request is for an additional \$130,000 to pay for Supplements 2 and close this change order. This supplement will be funded through the contract contingency.

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Facts Sheet)

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Fact Sheet for: CCO 37**Contract Change Order No. 37, “Different Site Condition @ Bent 14” \$ 1,521,040.13**

During the construction of the CIDH pile at Bent 14, Bridge No. 23-0211G, the contractor encountered differing site conditions. The Log of Test Boring (LOTB) for this location showed hard material at the specified tip elevation, but soft material was encountered. With the presence of the ground water, a series of cave-ins occurred. Due to this existing field condition, additional foundation investigation was performed and the specified tip elevation was lowered to EL. 2.2 M from the original tip of EL 9.2 M. The contractor was allowed to use the steel casing down to EL. 7.2 M with the rock socket extended to EL. 2.2 M.

The original change order and the first supplemental were approved for \$1,081,000 and \$315,000 respectively. The second change order is necessary to pressure grout the exterior of the CIDH pile for the full length of the permanent steel casing as recommended by Geotechnical Services. In addition, the second supplemental will compensate the contractor for the field supervision required due to work described in the original change order as well as the rental rate correction.

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: Contract 04-006064 – Contract Change Order (CCO) No. 70

Dear Committee Members:

District 4 Construction is requesting approval to execute contract change order Differing Site Condition at Bent 18.

Contract change order 70, "Differing Site Condition at Bent 18," compensates the contractor for extra work associated with pile construction at Bent 18. The Resident Engineer presented this issue to the Department's Differing Site Committee and the committee determined that it was a differing site condition. The contractor should be compensated accordingly. This change order provides compensation in the amount of \$1,500,000 to pay for the extra work and will be funded through the contract contingency.

Both CTC and BATA staff concur with the necessity of the changes proposed and agree with the time and costs of these change orders.

BOB FINNEY
Deputy District Director
Construction

cc: Mike Forner

Attachment (Facts Sheet)

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Fact Sheet for: CCO 70**Contract Change Order No. 70, “Differing Site Condition, Bent 18, Bridge No. 23-215R”
\$1,500,000.**

At Bridge 23-0215 Bent 18, the subsurface information provided with the Contract did not provide data for the full length of the rock socket. There was a need to verify design assumptions for the rock socket therefore another log of test boring (LOTB) was done during construction. This LOTB reflects different material conditions than the one originally provided with the Contract. The new LOTB reflects a more competent material.

During the PSC installation the Contractor met with refusal for 10 of 12 PSCs with the vibrohammer. This hammer had been proven effective at three adjacent bent locations. The Contractor revised the driving plan such that an impact hammer was used. Pile 11 was damaged during pile installation and as a result the driving plan was revised again to include the use of an-underreamer and lean concrete fill. This was presented to the Differing Site Committee (DSC) and the DSC determined this to be a differing site condition and recommended a change order be issued to provide compensation. This change order has already been issued and awaits the Contractor’s signature. In addition, a supplemental is being prepared to compensate other subcontractors for their impacts.

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Toll Bridge Program Oversight Committee (TBPOC)
Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

**Subject: West Approach Contract No 04-0435V4, Request for Contract Change Order
(CCO) No. 95 Approval**

Dear Committee Members:

The Department is requesting approval for CCO No. 95 in the amount of \$9.7 million. This CCO includes a contract time extension of 59 working days. This extension of time will not extend the current estimated date of completion beyond 2009. This CCO provides for secondary and tertiary redundant systems for the demolition associated with Frame 7U North along with a modified sequence of demolition.

The current financial allotment for this contract has funds to provide for this change.

The change order has been discussed with BATA/BMAC and CTC staff and they concur with the change.

	<i>Value (\$)</i>	<i>Description</i>
CCO 95 Supp 0	250,000	Material for 7U temp support
CCO 95 Supp 1	87,000	Bent 43 South column footing
CCO 95 Supp 2	322,500	Crack & Displacement monitor
CCO 95 Supp 3	2,020,000	Bent 43 2 nd and 3 rd supports (Superbent)
CCO 95 Supp 4	3,680,000	Bolster modif. & Cont. Column
CCO 95 Supp 5	185,000	Grinding @ Bent 43
CCO 95 Supp 6	1,500,000	Miscellaneous changes/superbent
CCO 95 Supp 7	800,000	Resequencing of demo
CCO 95 Supp 8	861,000	59 additional days
Total:	\$9,705,500	

BOB FINNEY
Deputy District Director
Construction

DEPARTMENT OF TRANSPORTATION

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October 20, 2005

Toll Bridge Program Oversight Committee (TBPOC)

Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Dear Committee Members:

Subject: Risk Management Planning**Background:**

Certain risk management practices are legislatively mandated for Toll Bridge Seismic Retrofit Program projects under Assembly Bill No. 144 and Senate Bill No. 66.

Purpose: Comprehensive risk management plan accomplishments with respect to the San Francisco-Oakland Bay Bridge (SFOBB) East Span, West Approach, and Benicia Bridge Projects are attached for the TBPOC's information. The Department intends to present this information at the October 28, 2005, TBPOC Meeting.

Desired Outcome: TBPOC understanding and feedback with respect to TBSRP and Benicia Bridge Project risk management plan implementation is requested.

BATA/CTC Staff Concurrence: BATA and CTC staff have received a copy of the attached risk management plan information and will be regularly briefed with respect to risk management progress.

Proposed Future Action:

It is proposed that the TBPOC receive quarterly risk management update briefings. Written risk management updates will also be prepared and incorporated in the TBPOC monthly and quarterly reports.

Sincerely,

"Caltrans improves mobility across California"

October 26, 2004

Page 2

JON TAPPING

SFOBB Project Risk Management Coordinator

Attachments

SFOBB East Span Replacement Risk Management

The Department is implementing comprehensive risk management on all SFOBB East Span seismic safety contracts in accordance with its SFOBB risk management plan. Currently, managing SAS and E2/T1 contract risks is receiving special emphasis because a risk sensitivity analysis indicates that timely risk responses on these contracts will result in the greatest benefit to SFOBB East Span and TBSRP costs and schedules.

SAS and E2-T1 Contract Risk Management

Current risk response efforts are focused on encouraging responsive bids for the SAS contract and mitigating potential E2-T1 contract schedule interface issues. A timely and aggressive risk response to these types of risks is prudent because there is a brief yet powerful opportunity to further enhance SAS contract provisions by addenda prior to bid opening. Implementing prudent risk responses by SAS contract addenda reduces one of the SAS contract's most significant risks – a potential limited bidding pool. This “on time” risk management strategy maximizes the opportunity for positive outcomes and minimizes the potential adverse effects on project objectives (cost, schedule and quality).

Therefore the Department is implementing a focused cycle of risk management planning (risk identification, qualitative risk analysis, quantitative risk analysis, and risk response planning) specifically for the SAS and E2-T1 contracts. Risk identification, qualitative risk analysis, and a preliminary quantitative schedule risk analysis for SAS and E2-T1 contracts are now complete. Quantitative cost risk analysis and risk response planning are well underway and summarized below.

SAS and E2-T1 contract risks and risk responses are summarized in Table RM 1. The listed risks are limited to the most significant ones from the over 100 identified in the risk register. The footnotes following Table RM 1 provide additional information about the responses.

Table RM 1 – Significant SAS and E2-T1 Contract Risks and Responses

<u>Identified Risk Area</u>	<u>Risk Response</u>
SAS Bidding Market Conditions	
<ul style="list-style-type: none"> • Potential limited bidding pool • Buy America constraints • Simultaneous mega-project construction • “Hard” bonding and insurance markets • Potential financing of bidder’s front-end costs passed though in bid • Hurricanes Katrina and Rita economic impacts • Oil price fluctuations • Escalation 	<ul style="list-style-type: none"> • Increased SAS bidder compensation (stipend)¹ • Extended SAS advertisement to six months • Removed SAS Buy America provisions • Conducted multiple SAS industry and bidder outreaches • Solicited international competition • Enhanced cost reduction incentive provisions (CRIP)² • Reassessed and enhanced SAS cash flow provisions • Enhanced SAS contractor right of way provisions • Enhanced SAS bonding provisions • Enhanced SAS payment for offshore material fabrication • Assessed potential indexing contract provisions • Analyzed and modified SAS and E2-T1 contracts in response to bidder inquiries • Updated estimates for current prices and schedule
SFOBB Construction Duration	
<ul style="list-style-type: none"> • Adjacent contract interface • Technical complexity <ul style="list-style-type: none"> ○ Working drawing resolution ○ Tower erection ○ Temporary tower design ○ Cable/bridge saddle ○ Welding issues ○ Geotechnical conditions • Force Majeuer impacts 	<ul style="list-style-type: none"> • Performed schedule risk analysis, including E2-T1 interface • Analysis of contract interfaces • Analysis of constructability issues • Formed fabrication action and solution team (FAST)³ • Provided incentives for early shop audits⁴ • “Campus” concept implemented⁵ • Pursue Jones Act waiver⁶ • Enhanced cost reduction incentive provisions (CRIP)² • Analyze and modify SAS and E2-T1 contracts in response to bidder inquiries • Embark on capital outlay support risk analysis
Stakeholder and External Considerations	
<ul style="list-style-type: none"> • New stakeholder participation relationship • Timely decision making 	<ul style="list-style-type: none"> • Develop stakeholder participation agreement • Implement program management team (PMT) to support stakeholder and program oversight committee.

Footnotes to Risk Responses in Table RM 1

¹ The SAS bidder compensation (stipend) specification was enhanced to provide \$3 million to the bidders who submit the three lowest responsive bids. This provision provides an incentive to encourage bidder competition.

² The Department's standard cost reduction incentive proposal (CRIP) specification was enhanced to provide incentives and to facilitate CRIP submittal and implementation by providing 1) a jointly beneficial development and CRIP review period and 2) granting the Contractor a larger portion of the shared incentive for approved CRIPs.

³ The Department has implemented the SAS fabrication action and solution team (FAST). The FAST ensures that material and fabrication issues, such as fit up and welding, are resolved as expeditiously as possible. The FAST has been assembled to provide timely final decisions on fabrication issues that may not be resolved at the project level or that have significant cost and schedule implications.

⁴ The Department has implemented a specification that provides incentive payments to the Contractor for accelerating the development and set up of steel fabrication shops that receive passing audits by the Department. This contract provision will compel the Contractor to provide a timely and resource-focused effort in this critical area.

⁵ The Department has implemented a specification to provide for the co-location on-site of engineers of the Contractor, Department, and designer of record (i.e., the "Campus"). Having these people at the "Campus" will facilitate the timely resolution of complex technical issues arising from the review and approval of the Contractor's working drawings, thereby reducing the potential for delays. Use of the "Campus" concept on other TBSRP projects has proven that critical engineering issues, such as welding, fit up, and other fabrication issues, can be resolved expeditiously to avoid potential cost and schedule impacts.

⁶ Provisions of the Jones Act currently constrain the use of large, foreign floating cranes that otherwise could be available for the construction of portions of the SAS contract. The Department is assessing whether it should seek an exemption from these Jones Act provisions. Several earlier risk responses, such as the addition of acceptable tower splices, have mitigated the cost and schedule risks associated with some of the heavy lifts contemplated in the SAS construction plan. An exemption from certain Jones Act provisions may result in significant additional cost and schedule benefits to the SAS contract and TBSRP.

The quantification of certain risks has been reassessed given recent market conditions and other considerations, most notably the effects of Hurricanes Katrina and Rita, as well as recent oil price trends. These conditions are considered in the schedule risk analysis and ongoing quantitative cost risk analysis. It should be noted that some risks identified in the risk register cannot be quantified because they are conditions or assumptions upon which the project has been planned. Any changes to the conditions or assumptions would materially change the nature of

the project and its plans, and would require revisions to budgets, plans and other performance measures. Some risks are external in nature, and as recent experience has demonstrated, represent possible policy changes imposed upon the Department. These risks or actions by external stakeholders and authorities have been excluded from the quantitative schedule and cost risk analyses but should be taken into consideration.

The Department is prudently managing risks by focusing on responses that have the greatest potential to positively affect cost and schedule, as determined by the quantitative risk analysis process. Figures RM 2 and RM 3 portray this relationship and summarize the Department's responses to the risks identified in Table RM 1. This strategy maximizes the opportunity for positive outcomes and minimizes the potential adverse effects on project objectives.

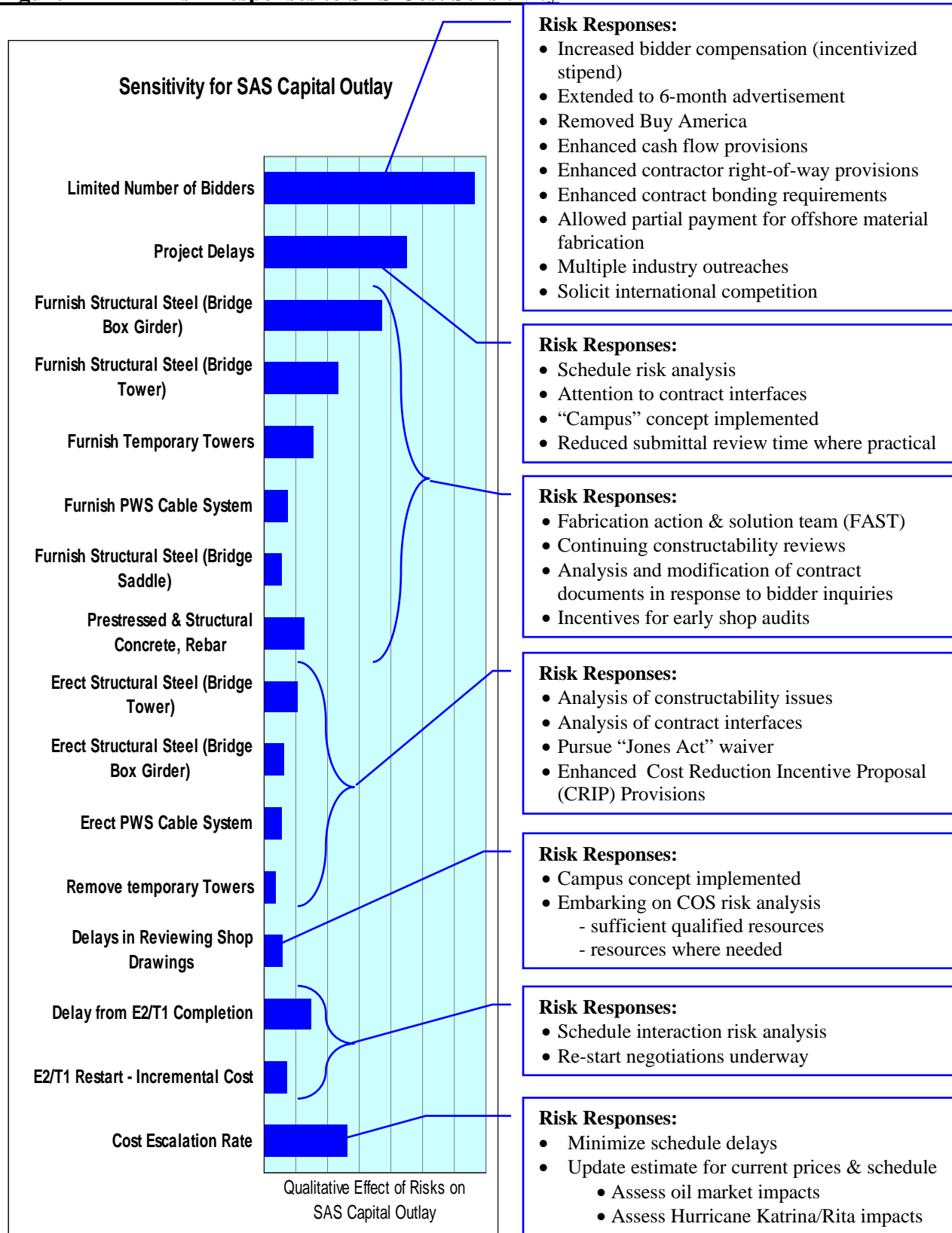
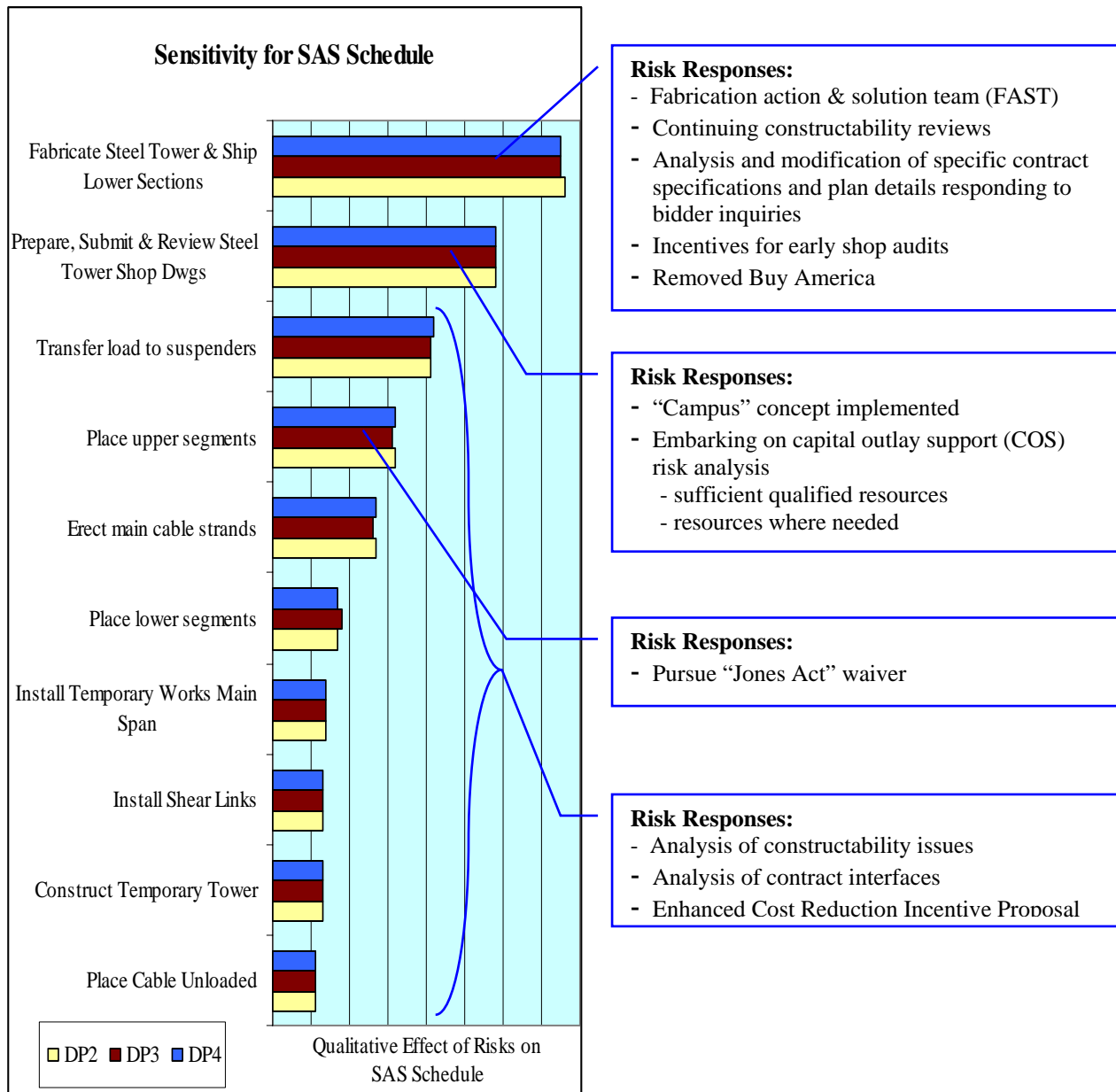
Figure RM 2 -- Risk Responses to SAS Cost Sensitivity

Figure RM 3 -- Risk Response to SAS Schedule Sensitivity

DP2, DP3, and DP4 are contract milestones specified in the SAS bid documents. DP2 is an interface milestone by which time the SAS contractor has completed all work necessary to allow the YBI Structures contractor to complete Hinge “K”. The bridge opens to westbound traffic by DP3. The SAS contract is complete by DP4.

The results of the preliminary SAS and E2-T1 quantitative schedule risk analysis indicate that there is approximately an eighty percent probability that the SAS contract date of completion may be extended (whether by contractor, third party, weather, owner, or other excusable delay) by up to 21 months. This result is consistent with the Department's conclusions with respect to SAS schedule risk documented in its December 8, 2004, report entitled "Findings and Recommendation For Completion of the Mainspan of the San Francisco-Oakland Bay Bridge Seismic Safety Project" and as reported in the First Quarter 2005 Report. It should be noted that this preliminary probabilistic schedule analysis does not consider many of the schedule risk responses subsequently identified and implemented, such as implementation of the fabrication action and solution team (FAST), potential Jones Act clarifications, and ongoing SAS contract addenda enhancements. Moreover, about half of the contract extension potential relates to the submission and review of tower shop drawings, and the fabrication and delivery of the lower tower sections. Contentious issues regarding quality and code interpretations may arise during review of shop drawings. There is considerable welding involved in the fabrication of the tower sections, giving rise to possible issues due to tight tolerances and different interpretations of welding codes and welding sequences. While these delay potentials exist now, there are risk responses such as FAST, the campus concept for integrating supplier/fabricator/Caltrans teams, and a review of the COS resources that can mitigate many of the delay-causing possibilities. As these responses will be implemented, their effectiveness in reducing the delay risks will be reassessed, and the schedule delay risk will be adjusted accordingly.

The results of the quantitative schedule analysis are being used to assess E2-T1 restart and construction schedule alternatives and to aid in effective restart negotiations with the E2-T1 contractor. While the E2-T1 and SAS contracts are critically linked to the completion of the SFOBB East Span, the quantitative schedule risk analysis indicates that the E2-T1 contract is unlikely to delay the SAS contract, because the risks associated with awarding and constructing SAS are significantly greater than the risks in restarting and constructing the E2-T1 contract. The Department has tailored its risk response strategy accordingly.

The SAS and E2-T1 quantitative cost risk analysis is ongoing and builds upon the results of the preliminary quantitative schedule risk analysis.

In accordance with the RMP, risk probability, potential impacts, and response strategies will be updated as conditions warrant, such as with the recent market fluctuations and the advent of the SAS bid opening

South-South Detour Risk Management

Currently under construction (awarded in March 2004 well prior to the approval of Assembly Bill 144), and approximately 30 percent complete, the South-South Detour (SSD) contract has many unique technical and contract administration challenges. Initial project-level risk identification has been completed. The following is a summary of the risks identified: schedule interface with adjoining contracts, alignment and traffic impacts, quality control and assurance responsibility allocation associated with the SSD performance-based design, design issue resolution, and environmental (noise) restrictions. Several mitigating schedule and cost risk response actions have already been implemented as a result of changes to interfacing contract

(most notably SAS) schedules after the SSD contract was awarded. One such risk response is the suspension to certain non-critical work that otherwise would have affected public traffic unnecessarily. A project-specific risk response plan is currently being prepared to further address SSD risks.

Skyway Contract Risk Management

A significant technical issue has developed on the Skyway construction contract, currently approximately 80 percent complete. The Skyway hinge pipe beams (HPB's) are designed to accommodate the thermal expansion and contraction in the bridge, and to transfer service and earthquake loads between the different sections (Frames) of the Skyway bridge. The production of the HPB's has been difficult and is taking longer than anticipated. The Contractor has submitted a formal notice of potential claim and states that the materials, as specified, and the tight tolerances for roundness and curvature required by the contract caused the metal to crack during fabrication. Even though repairs are being made, the conditions causing the cracking have not been controlled. This has led to expensive delays of the contract. Fabrication of the HPB's is on the critical path to the Skyway completion and currently is delaying the contract by approximately 142 working days. Risk responses implemented to date (Contract Change Order Nos. 160, 164, and 165) have mitigated delays, reducing the current delay by an estimated 36 days. Another risk response implemented was the formation of quality control/quality assurance non-destructive testing "teams" to assist with ultrasonic testing at the fabrication site. The Department has also hired specialty consultants to review rolling procedures and the metallurgical properties of the material to understand the physics of the cracking problem.

Oakland Touchdown Contract Risk Management

The Department's ongoing constructability reviews have identified cost and schedule risks associated with the earlier planned single Oakland Touchdown contract as it would be affected by construction delays from either the YBI or SAS contracts. Similarly, the OTD contract can potentially cause a construction delay to the YBI and SAS contracts. Upon identifying this risk, the Department performed an exhaustive corridor schedule analysis and quantitative risk assessment and concluded that splitting the Oakland Touchdown contract into separate components will likely result in a savings to the interfacing SFOBB contracts and overall SFOBB project cost by reducing risk and the potential for cumulative contract delays during construction. Additionally, splitting the contract will result in overall reduction of contract duration and a lowered dependency upon the SAS schedule. Moreover, early completion of the westbound structure and roadway approach contract will provide the SAS contractor access to the east end of the SAS via the completed westbound Skyway and OTD bridges thus reducing SAS construction risks. The Department is currently implementing the risk response of splitting the Oakland Touchdown project into separate contract components.

SFOBB West Approach Risk Management

The West Approach risk management team has fully implemented all aspects of the project's risk management plan. No new significant risks have surfaced during this quarter. The team is continuing with its efforts to manage project risks. Resources are applied to the risks that pose

the greatest threat to the project's successful completion. The following are some of the risk response plans that have been implemented.

- To manage the delays which may result from the complexities associated with demolition procedures at bridge frames 7 and 8, an aggressive informational campaign was launched. Additionally, the Department procured Bay Area Rapid Transit's (BART) services to provide increased travel capacity during impacted weekends, including providing all-night BART service during the last weekend of demolition for frame 7. This strategy should reduce the demand for the freeway and subsequently reduce delays to the public.
- To manage the costs associated with pile installation difficulties resulting from unknown ground conditions, the Department and the Contractor have worked together to expedite and enhance pile construction quality control and quality assurance processes. The team's risk response planning identified that the nominal efforts involved in reprioritizing certain quality assurance resources provide significant value in the mitigation of potential delay damages. Consequently, the Department reprioritized resources to expedite certain pile construction quality assurance processes while also ensuring that quality was maintained or improved.

It should be noted that these mitigation efforts will not eliminate all risk; however, applied consistently they can significantly minimize the impacts. As part of the ongoing monitoring and control processes, mitigation strategies are evaluated and revised as necessary to maximize the desired results.

Based on this preliminary effort, the project cost risks are currently within the budget needs forecasted in Assembly Bill 144.

FREQUENTLY ASKED QUESTIONS OWNER CONTROLLED INSURANCE PROGRAMS

Q. What is An Owner Controlled Insurance Program (OCIP)?

- A.** An OCIP is a series of insurance policies issued to cover all of the contractors and subcontractors on a given project for purposes of workers' compensation, commercial general liability and as an option builder's risk.

Q. When does the OCIP decision have to be made?

- A.** If a project is going to be built under an OCIP, the decision should be made before the owner selects prime contractors by including OCIP enabling language in the bid proposal documents for design-bid-build projects or in the Request for Proposal document for design-build projects. Although this is the preferred method, the owner can retain its options by including OCIP enabling language in the bid documents or RFP. This language states that the owner has the option to implement an OCIP and requires the contractor to isolate insurance costs when bidding. Collecting the information and conducting a feasibility study on the viability of an OCIP can take from two weeks (very fast track) to two months.

Q. How long before construction is scheduled to begin does the design of an OCIP have to begin?

- A.** There is no set rule. The owner should allow sufficient time to evaluate the feasibility of an OCIP, choose a broker and provide the broker with sufficient time to develop an underwriting submission, negotiate with the insurance markets and present results. All parties then must develop the necessary procedures and manuals to support the program. Depending on insurance market conditions, the process typically takes three to six months; however, in many instances work can be accelerated to accommodate the owner or project schedule.

Q. How much additional time will an OCIP require from Caltrans' management staff?

The estimated time expenditure will be more in the initial stages of design and implementation of an OCIP. However, once an OCIP is up and running, the time required for administration will be minimal, consisting mostly of responding to coordination questions and reviewing periodic OCIP status reports with the broker, OCIP administrator, and insurer.

Q. What are the advantages of an OCIP?

- A.** (1) Potential cost savings from bulk purchasing, elimination of duplicate insurance coverage, efficient claims processing and less litigation, and dividends. (2) Standardized coverage for all contractors. (3) Centralized safety programs. (4) Centralized claims handling. (5) Broader participation by disadvantaged, minority, and women-owned business enterprises.

Q. What are the disadvantages of an OCIP?

A (1) Contractor resistance. (2) Economic validation. (3) Contractor perceived increased administrative costs.

Q. What insurance coverage's are not included in an OCIP?

A. The basic OCIP program typically does not provide pollution liability (Environmental Impairment Liability) or professional liability (Architects and Engineers Errors and Omission) coverage. It is not uncommon, however, to have separate EIL and/or A&E E&O policies added to an OCIP program. Virtually never are automobile liabilities or physical damage coverage provided in an OCIP program. In addition an OCIP provides no coverage for non-OCIP off-site activities and contractors are still required to provide workers' compensation and general liability protection for these exposures.

Q. Is surety bonding included in an OCIP?

A. The OCIP enabling legislation, Government Code 4420(B) (6), prohibits OCIP's from including surety bonds into the program.

Q. Who pays the OCIP premiums and related expenses?

A. The owner pays all premium costs and related expenses for the design, marketing and administration of the OCIP. It is important to remember that even under the traditional contractor provided insurance approach the owner pays the cost of insurance - it is included in the overall bid.

Q. Is the Owner's outlay for the OCIP premium plus related expenses less than its outlay under a non-OCIP construction project?

A. Yes, on well designed and managed OCIP's. The elimination of insurance costs from contractor bids combined with the savings related to safer work sites and dividends for reduced frequency of accidents typically more than compensate for the owner's outlay for OCIP premiums and expenses. As a rule-of-thumb, the owner can expect to save from 10 percent to 25 percent of contractor-provided-insurance costs or 1 percent to 3 percent of project construction costs.

Q. Are OCIP premiums less than prime contractor premiums plus mark-up?

A. Sometimes. Generally, large regional and national contractors pay very small increases in their existing premiums to add coverage for another project. Consequently, even when those amounts are marked up for profit, the cost included in a large contractor's bid on a non-OCIP job may be less than a smaller contractor's bid for the same work.

Q. What are "eligible" OCIP contractors?

A. Eligible contractors are contractors in all trades performing work on site except those involved in specific activities such as:

1. Hauling and delivery to and from the project site
2. Material supply
3. Environmental remediation

4. Fabrication off-site
5. Architects, engineers and other professional service providers

Even contractors who are otherwise eligible are not covered for their off site activities such as shop work, office support, etc.

Q. Can architects and engineers be covered under an OCIP?

- A.** Although typically excluded due to their limited time on site and the minimal bid reduction (vs. high claim potential), they can be included in the basic OCIP (workers' compensation and general/excess liability) Program. This program does not provide coverage for loss resulting from their errors or omissions. A separate but related Project Professional Program could be designed to cover Architects & Engineers Errors and Omissions (A&E E&O).

Q. How do OCIP's improve the safety of operations when the contractors don't pay for their own insurance?

- A.** Safety is a key ingredient of a successful OCIP and, thus, several methods are used to control site losses. Contractually, contractors are required to comply with the site safety program. The on-site safety agent provides additional resources to supplement the Construction Manager's (CM) or General Contractor's (GC) basic program to insure such compliance. Many larger projects also offer the OSHA 10-hour and other safety seminars to assure that even the smallest contractor receive the safety education necessary. In addition, the contractors' individual loss experience is reported to the California State Workers' Compensation Bureau (in the same manner his non-OCIP losses are reported) - these loss reports form the basis for the contractor's Experience Modifier. Poor experience results in a higher modification, which directly impacts their overall workers' compensation costs. In addition, a poor modification factor may result in the contractor being precluded from bidding jobs for certain owners or general contractors.

In addition, some OCIPs use incentive and disincentive (with less predictable results) programs. For example, OCIP contractors may receive incentives for completing jobs with fewer-than-expected losses or no lost-time accidents. These incentives can be effective when extended to the employees and may be relatively modest in actual cost.

Contractors with less than exemplary safety records, however, may win contracts under an OCIP that would be unattainable if each contractor had to pay for its own insurance. This unfair advantage is a criticism of OCIP's that owners may want to address by including thresholds for safety records in bid documents.

Q. What is a federally funded project?

- A.** 23 CFR 1.2 defines a federal project as "An undertaking by a State highway department for highway construction, including preliminary.

Q. How are reserves treated by the FHWA?

- A.** Owners may use federal funds for reserve accounts, however, the reserve account balance may not exceed the actuarially projected value of incurred claims and the reserve amount for any future payout, for such items as disability claims,

may not exceed the present value of the expected payout. The interest earned on the account should pay any difference between present and future payouts. The reserve account must be adjusted every year and if the account balance is greater than the projected amount and any eligible program costs, the excess must be paid to the State's federal-aid account immediately.

Q. How are project "hard costs" calculated?

- A.** Hard costs include the costs of project labor and materials. Certain projects with major single equipment procurements (by the owner) generally deduct this cost when determining feasibility.

DEPARTMENT OF TRANSPORTATION

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October 20, 2005

Toll Bridge Program Oversight Committee (TBPOC)

Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Dear Committee Members:

Subject: Owner Controlled Insurance Program (OCIP)**Background:**

Under an owner controlled insurance program (OCIP) the Department will furnish insurance, as specified in the construction contract documents, related to the exposures of the construction project and for the protection of the Department, contractor, and all tiers of subcontractors. The Department pays the cost of the specified insurance directly. Coverage might include workers' compensation insurance, general liability insurance, excess liability insurance, and builder's risk insurance.

The benefits of an OCIP include improved insurance coverage and potential cost savings. Potential cost savings are achievable in several areas including premium credits for volume purchasing of insurance by the Department, elimination of contractors markups for overhead and profit on their insurance costs, the Department's ability to assume large deductibles, and workers' compensation dividend or retro-premium return resulting from favorable loss experience. Projects with low losses can experience significant savings through lower insurance costs. The United States General Accounting Office estimates an OCIP can save an owner from 1% to 3% of the total construction cost in a large construction program. The Department commissioned the services of CALTROP Corporation Inc. to assist the Department in performing an OCIP implementation plan. CALTROP also conducted a more comprehensive OCIP cost analysis. CALTROP examined \$5.1 billion of specific future projects and, using conservative loss ratios, estimated potential savings ranging from 0.8% to 1.3% of total construction costs.

The Department is implementing a two-prong OCIP implementation program because of the large variance in the scope of construction projects and the desire to promote competition between brokers. The first OCIP encompasses appropriate individual very large construction projects, including certain San Francisco-Oakland Bay Bridge (SFOBB) projects (i.e. Oakland Touchdown (OTD), Yerba Buena Island Structure (YBI) projects) and the Devil's Slide Tunnel (DST) project. The second program is a "rolling" OCIP that encompasses a more general statewide program. This rolling OCIP targets 82 upcoming projects each having a construction cost of \$25 million or greater.

"Caltrans improves mobility across California"

October 26, 2004

Page 2

Purpose: An OCIP summary presentation and implementation plan is attached for the TBPOC's information. The Department intends to present this information at the October 28, 2005, TBPOC Meeting.

Desired Outcome: TBPOC understanding and feedback with respect to OCIP implementation on the SFOBB YBI and OTD contracts is requested.

BATA/CTC Staff Concurrence: BATA and CTC staff have received a copy of the attached OCIP summary presentation and implementation plan and will be regularly briefed with respect to OCIP progress on the SFOBB YBI and OTD contracts.

Proposed Future Action: It is proposed that the TBPOC receive periodic updates of OCIP progress with respect to the SFOBB YBI and OTD contracts.

Sincerely,

JON TAPPING
SFOBB Project Risk Management Coordinator

Attachments

		OCIP Implementation Timeline (October 5, 2005)																																																	
Act ID	Description	2005																								2006																									
		MAY 14 23 30 06 13 20 27 04 11 18 25 01 08 15 22 29 05 12 19 26 03 10 17 24 31 07 14 21 28 05 12 19 26 02 09 16 23 30 06 13 20 27 06																																																	
INITIAL EFFORTS																																																			
1010	Feasibility Study of Statewide OCIP	06-JUN-05 A 22-JUL-05 A																																																	
1020	Meeting w/Industry Experts (Peer Group)	16-JUN-05 A																																																	
1030	Meeting w/AASHTOs' OCIP Consultant	02-AUG-05 A																																																	
DST/OTD/YBI BROKER RFP																																																			
1040	Develop DST/OTD/YBI Broker RFP	06-JUN-05 A 30-JUN-05 A																																																	
1050	Advertise DST/OTD/YBI Broker RFP	17-AUG-05 A 22-NOV-05 *																																																	
1055	Questions Due From Broker Contractors	31-AUG-05 A																																																	
1060	Pre Bid Meeting for Broker Contractors	14-SEP-05 A																																																	
1065	Addendum #1 (DST/OTD/YB1 Broker RFP)	28-SEP-05 A																																																	
1070	Oral Presentation From Broker Contractors	16-NOV-05 A																																																	
1080	Award DST/OTD/YBI Broker Contract	30-NOV-05 A																																																	
1090	Finalize Contract & Funding Certification	08-DEC-05 A																																																	
1100	Caltrans Legal Review	15-DEC-05 A																																																	
1110	Contract Office Signature	23-DEC-05 A																																																	
1120	DGS Review	06-JAN-06 A																																																	
1130	Broker On Board	09-JAN-06 A																																																	
1140	Insurance Carrier On Board (Est future date)	16-FEB-06 A 23-FEB-06 *																																																	
STATEWIDE ROLLING OCIP BROKER RFP																																																			
1150	Develop Statewide Rolling OCIP Broker RFP	06-JUN-05 A 30-JUN-05 A																																																	
1160	Task Order to Review Statewide Broker RFP	15-AUG-05 A 19-AUG-05																																																	
1170	External Review/Revise Statewide Broker RFP	22-AUG-05 A 20-SEP-05 A																																																	
1180	Advertise Statwide Broker RFP	05-OCT-05 A 20-DEC-05																																																	
AGENCY REVIEW OF BROKER RFPs																																																			
1190	Agency Review 1 - Broker RFPs (IDs 1040,1150)	30-JUN-05 A 01-AUG-05																																																	
1195	Agency Review 2 - Rolling OCIP Broker RFP (1150)	21-SEP-05 A 04-OCT-05 A																																																	
STATEWIDE OCIP CONSULTANT RFP																																																			
1200	Develop Statewide OCIP Consultant RFP	22-AUG-05 A 06-OCT-05 *																																																	
1210	Adv Statewide OCIP Consultant RFP	07-OCT-05 A 21-DEC-05 *																																																	
1220	Statewide Consultant On Board	04-JAN-06 A																																																	
FUNDING BROKER CONTRACT & OCIP PREMIUMS																																																			
1230	Funding Broker Contract & OCIP Premiums	08-AUG-05 A 14-OCT-05 *																																																	
1240	Meeting with Budgets	08-AUG-05 A																																																	
1245	Meeting with Budgets & Dept of Finance	05-OCT-05 A																																																	
BUDGET CHANGE PROPOSAL (BCP) STATUS																																																			
1250	BCP For Statewide OCIP Implementation	13-JUN-05 A 14-OCT-05 *																																																	
1260	BCP Concept Approval	08-JUL-05 A																																																	
1280	Final BCP Due to Deputy Directors & Budgets	12-AUG-05 A																																																	
1290	Final BCP to Agency	26-AUG-05 A																																																	
1300	Final BCP to Finance	13-SEP-05 A																																																	
1305	Meeting with Dept of Finance	21-SEP-05 A																																																	
POLICIES, PROCEDURES & TRAINING DEVELOPMENT																																																			
1310	Develop Policies & Procedures/Training Manual	03-OCT-05 A 16-DEC-05 *																																																	
SPECIFICATION DEVELOPMENT																																																			
1320	OCIP Specification Development	15-JUL-05 A 28-OCT-05 *																																																	
1330	Spec Development - 50% Complete	05-AUG-05 A																																																	
1340	Spec Development - 95% Complete	09-SEP-05 A																																																	

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October 21, 2005

Toll Bridge Program Oversight Committee (TBPOC)

Will Kempton, Caltrans Director, Chairman
Steve Heminger, BATA Executive Director
Diane C. Eidam, CTC Executive Director

Subject: Antioch and Dumbarton Bridges Seismic Retrofit Study

Dear Committee Members:

As requested at the September 22, 2005 TBPOC meeting, the Department will provide a progress update of the Antioch and Dumbarton Bridges seismic retrofit study. Attached for your reference are current drafts of the Seismic Retrofit Strategy Workplans that will be presented at the meeting for your information.

Sincerely,

MO PAZOOKI
Project Manager